

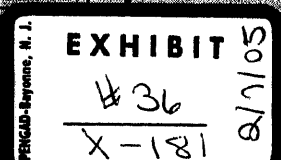
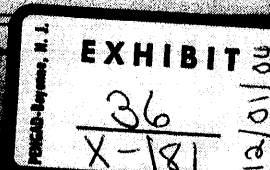
CITY OF GAITHERSBURG

NEIGHBORHOOD THREE
LAND USE PLAN

A MASTER PLAN ELEMENT



Published July 1997



NEIGHBORHOOD THREE LAND USE PLAN
Adopted February 1997

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– NEIGHBORHOOD THREE LAND USE PLAN

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NEIGHBORHOOD THREE LAND USE PLAN

BACKGROUND

INTRODUCTION

It is timely that the City is developing the land use plan for Neighborhood Three for the following reasons:

- Pending development on the large vacant property known as the Washingtonian Center.
- Last planning neighborhood within the City to have a revision to the 1974 Land Use Plan and Map.
- The State of Maryland mandate to complete all elements of the City's master plan by July, 1997.
- The reservation of a right-of-way for a transit line from Shady Grove Metro to Clarksburg.

WORK SCHEDULE

Citizen participation has been an integral part of the preparation of this land use plan for Neighborhood Three. The Ad Hoc Committee for Neighborhood Three was established by Resolution R-100-94 and Resolution R-1-95, and adopted by the City Council on November 21, 1994, and January 3, 1995. This eleven-member committee helped plan and participated in a neighborhood-wide Master Plan Informational Meeting on December 13, 1994. The Committee, Planning Commission, and City Council members accompanied the Planning Staff on a bus tour of the neighborhood on December 10, 1994, and January 14, 1995. The purpose of the tour was to become more familiar with existing land uses and the large amount of vacant land known as the Washingtonian Center. The Committee met frequently on Mondays or Tuesdays in the months of December, January, February and March. These meetings were to develop an issues report that would list critical land use issues that the Committee had identified for Neighborhood Three. This report was presented before the Planning Commission on April 5, 1995.

The land use options/strategies described in this report have been formulated utilizing the following: the Committee report; discussion held at the informational meeting; and staff's professional judgement and knowledge of the City. The staff draft land use plan was heard at a formal joint Mayor and City Council/Planning Commission public hearing on Monday, September 18, 1995. This allowed for the required 60 days of review by public agencies and affected parties. Following the formal public hearing on September 18, 1995, the Planning Commission and Mayor and City Council conducted work sessions and adopted the land use plan. The City then initiated the comprehensive rezoning for Neighborhood Three to implement the adopted Neighborhood Three Land Use Plan.

The Planning Commission, at their April 24, 1996 meeting, adopted Resolution PCR-1-96 and recommended approval of the Neighborhood Three Land Use Plan. The City Council went on to adopt the land use plan by Resolution R-98-96 on November 18, 1996. The Mayor and City Council then comprehensively rezoned Neighborhood Three by Ordinance O-13-97. These resolutions and ordinance can be found in the exhibit files located in the Planning and Code Administration at the City Hall.

1974 MASTER PLAN (SUMMARY)

In 1974, the Master Plan and Map designated parcels that were within the City limits. Since that time additional land has been annexed into the City within the Neighborhood Three Planning Area. In 1974, the majority of the land area in the neighborhood was designated medium density residential. Other land use designations included open space-recreational and commercial.

EXISTING USE OF LAND

Neighborhood Three currently consist of 695 acres. Approximately 561 acres, or 80 percent of the total neighborhood acreage, are currently developed. This includes 299 acres of residential equalling 55 percent of the total developed land area, 56 acres in retail commercial development, and 168 acres in office development. The remaining land includes a 10-acre elementary school site, 106 acres open space, and 56 acres in public rights-of-way.

Most of the vacant land is concentrated in the southern end of the neighborhood and is known as the Washingtonian Center. This land use plan will allow the 101 acres of vacant land in the Washingtonian Center to develop into a large mixed use development with an emphasis on retail, entertainment, and restaurant uses. The total vacant land, 134 acres, constitutes 20 percent of the total land area.

LAND USE CLASSIFICATION HIERARCHY

1974	1997 Land Use Plan
Vacant-Farm	
Low Density Residential	Low Density Residential
—	Medium-Low Density Residential
Medium Density Residential	Medium Density Residential
High Density Residential	High Density Residential
—	Mixed Residential
—	Residential-Office
—	Commercial-Office-Residential
Urban Core	Mixed Use
Commercial	Commercial
—	Commercial/Industrial-Research-Office
Industrial-Research-Office	Industrial-Research-Office
Industrial-Commercial	Industrial
Institutional	Institutional
—	Institutional-Residential
Open Space-Recreational	Open Space
Water	

LAND USE DESIGNATIONS AND CORRESPONDING ZONING CATEGORIES

The following chart shows the relationship between the City's land use designations and corresponding zoning categories.

LAND USE DESIGNATIONS	CORRESPONDING ZONING CATEGORIES
Low Density Residential	R-A (20,000 sq.ft. minimum/unit) R-90 (3 units average/acre) R-90 Cluster (3.5 units/acre)
Medium-Low Density Residential	R-6 (6 units/acre maximum)
Medium Density Residential	RP-T (9 units/acre maximum) R-18 (18 units/acre maximum) R-20 (21.5 units/acre maximum)
High Density Residential	R-H (54 units/acre maximum)
Mixed Residential	MXD (Mixed Use Development)
Residential-Office	R-B (Residential Buffer) R-O (Planned Residential) MXD (Mixed Use Development)
Commercial-Office-Residential	C-B (Commercial Buffer) MXD (Mixed Use Development)
Commercial	C-1 (Local Commercial) C-2 (General Commercial) C-3 (Highway Commercial) H-M (Hotel-Motel)
Mixed Use	CBD (Central Business District)
Commercial/Industrial- Research-Office	MXD (Mixed Use Development)
Industrial-Research-Office	E-1 (Urban Employment) E-2 (Moderate Intensity Industrial Park) I-3 (Industrial and Office Park)
Industrial	I-1 (Light Industrial) I-4 (General Industrial)
Institutional	R-A (20,000 sq.ft. minimum/unit) R-90 (3 units average/acre) R-B (Residential Buffer)
Open Space	R-A (20,000 sq.ft. minimum/unit)

ANNEXATIONS SINCE 1974

There have been five annexations to Neighborhood Three since the 1974 Master Plan was adopted. The Washingtonian Village Tract (Annexation X-119), north of Fields Road and east of Story Drive, consists of 17.9 acres annexed in 1979. The next annexation was the Warther Tract which occurred in 1986 (Annexation X-140), consisting of 4.0 acres, which is now part of the Mission Hills subdivision. The Muddy Branch Road right-of-way at Diamondback Drive (Annexation X-155), was annexed into the City in 1990 and consisted of 5.1 acres. The largest addition to the neighborhood was X-159, the Washingtonian Center, in 1991. This annexation included a total of 236.7 acres of vacant and developed land, 215.62 acres within Neighborhood Three. The remaining 21.08 acres is in Neighborhood Two. The most recent annexation, the Schultze Property consisting of 1.3 acres (Annexation X-160), took place in 1992 and is located at the corner of West Side Drive and Muddy Branch Road.

NEIGHBORHOOD THREE GROWTH BY ANNEXATION 1960-MARCH 1995

YEAR	FILE NUMBER	ACRES ANNEXED
1965	X - 73	80.62
1965	X - 74	141.90
1965	X - 78	13.00
1966	X - 82	84.70
1972	X - 110	91.89
1979	X - 119	17.92
1986	X - 140	3.98
1990	X - 155	5.13
1991	X - 159	215.62
1992	X - 160	1.30
TOTAL		656.06

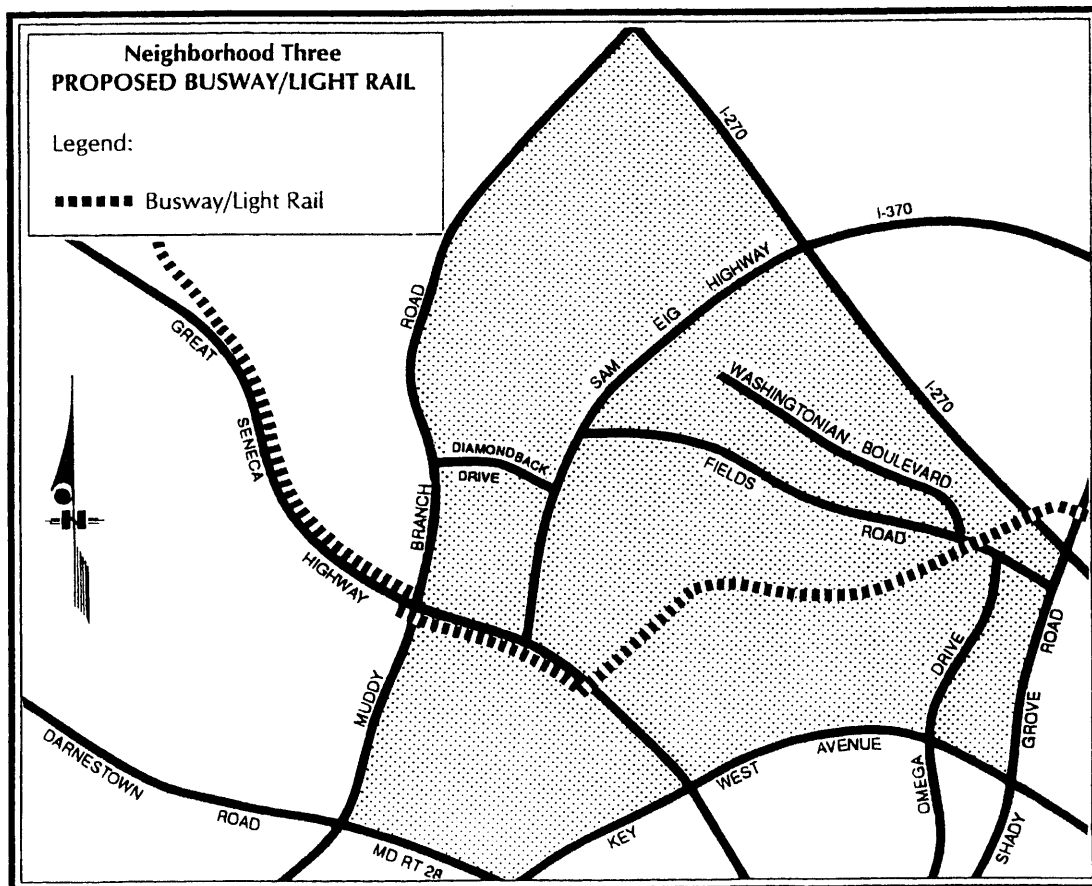
CURRENT POPULATION

The estimated 1997 population of Neighborhood Three as of January 1997 is 7,890.

TRANSPORTATION NETWORK: EXISTING AND PLANNED

Neighborhood Three is well served by existing streets and highways. Interstate 270 runs to the north of the neighborhood with an interchange at I-370 and Sam Eig Highway. Sam Eig Highway is a four-lane road that runs southward the length of the neighborhood to intersect with Great Seneca Highway. Muddy Branch Road and Great Seneca Highway also intersect in the southern end of the neighborhood. Muddy Branch Road provides the western boundary to Neighborhood Three. Smaller collector streets, such as Diamondback Drive, School Drive, Suffield Drive, and West Side Drive, serve the residential communities throughout the neighborhood. Fields Road and Washingtonian Boulevard serve the Washingtonian Center. Fields Road and Washingtonian Boulevard serve the Washingtonian Center.

In addition to existing and planned highways, a busway/light rail line is proposed to extend from the METRO station at Shady Grove to Germantown and Clarksburg in a transit corridor that includes Neighborhoods Three, Four, and Five within the City. The proposed transit line will be a major connection with the existing MARC rail line at Metropolitan Grove Station. The alignment is described and shown in a plan and profile in the Shady Grove/Clarksburg Transitway Study Final Report dated March 1993 prepared for the Montgomery County Department of Transportation. Montgomery County has conducted public hearings to add portions of the Shady Grove/Clarksburg transit alignment to the appropriate County Master Plans. The alignment of the Transitway within the City is detailed in the Transportation Element of the City Master Plan. The portion of the proposed busway/light rail line within Neighborhood Three is shown in the map below. Two additional components of the City's transportation system, the pedestrian and bicycle networks, with specific proposals for additional Neighborhood Three sidewalks, as well as bike paths, lanes and routes can also be found in the Transportation Element of the City's Master Plan.



HISTORIC STRUCTURES AND SITES

Neighborhood Three is a relatively young neighborhood where most of the housing stock has been built in the past thirty years. However, just outside of the incorporated limits and within the City's Maximum Expansion Limits, lies a Montgomery County designated historic site. This site located at 10425 Darnestown Road is designated as a historic resource in the adopted Maryland-National Capital Park and Planning Commission Gaithersburg Vicinity Shady Grove West Master Plan.

This farm, historically known as Belward Farm/Ward House and now known as the Banks Farm, is numbered 20/21 on the Montgomery County Historic Sites Atlas. The house was built by Ignatius Ward about 1891 and is an example of a high style late 19th-Century Queen Anne. The two-story frame house features shingled gables and a two-story porch with turned posts. Ward had a combination country store and post office and also ran a wheelwright and blacksmith shop at that location. Ignatius died in 1909 leaving all his property, including the farm and store, to his wife Elizabeth Ward, to be divided after her death among their seven children. The house remains in the family to this day. The environmental setting according to Montgomery County is the entire 134.4-acre tract of land which lies adjacent to the City limits. The site also contains outbuildings, significant shade trees, and a tree lined driveway which defines the historic relationship of the farmstead to the road. If the land were to develop, special care must be taken to preserve the view of the house from Maryland Route 28.

The site, if annexed into the City, would qualify to be placed on the City's historic building inventory. At the time of annexation, the City's Historic District Commission would review the site and make a determination on its historic designation. A designation would assure the preservation of the buildings and surrounding grounds. The delineation of the environmental setting around the site would help achieve the City goal of preserving historic sites. The farm would be individually reviewed to establish an appropriate environmental setting if annexation were to occur. The County master plan assumes preservation of both house and outbuildings should development occur, as well as protection of views, natural resources, and adherence to the county's historic preservation ordinance, chapter 24A of the Montgomery County Code.

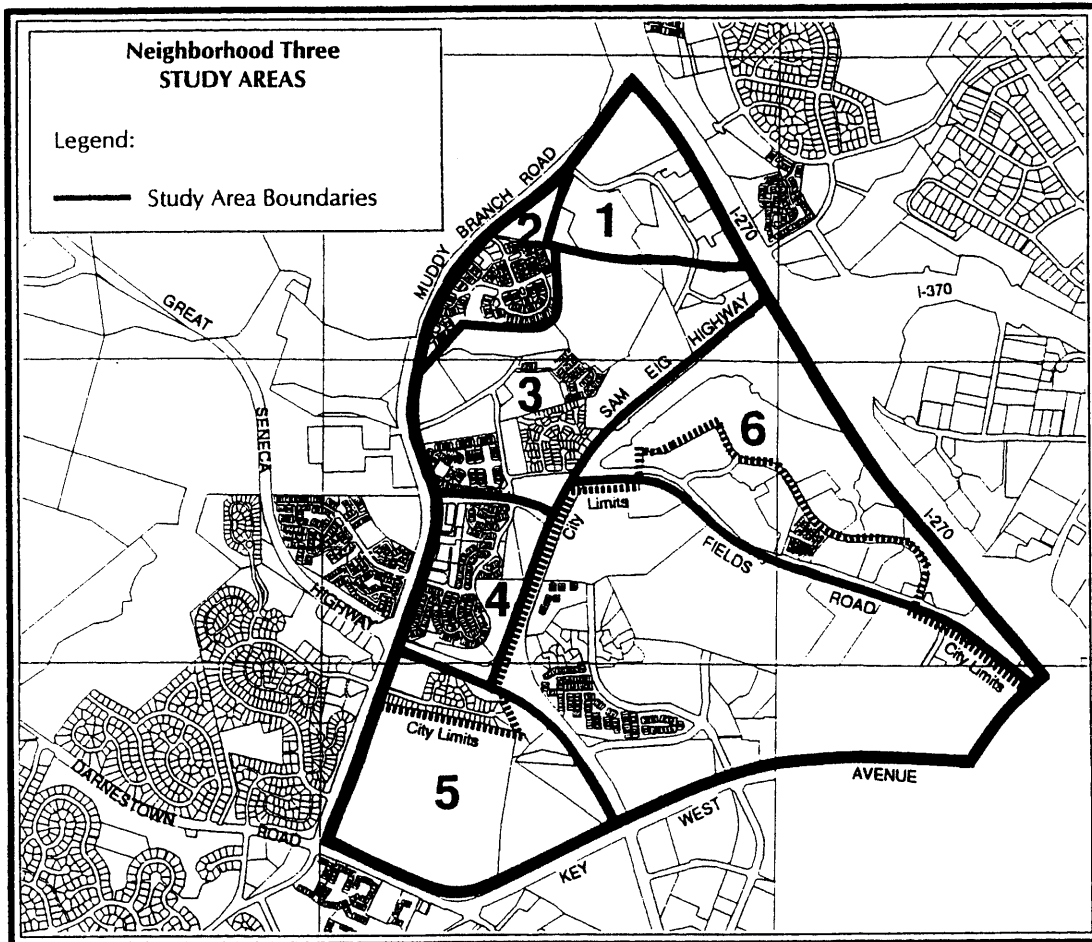
NEIGHBORHOOD THREE LAND USE PLAN

LAND USE

INTRODUCTION

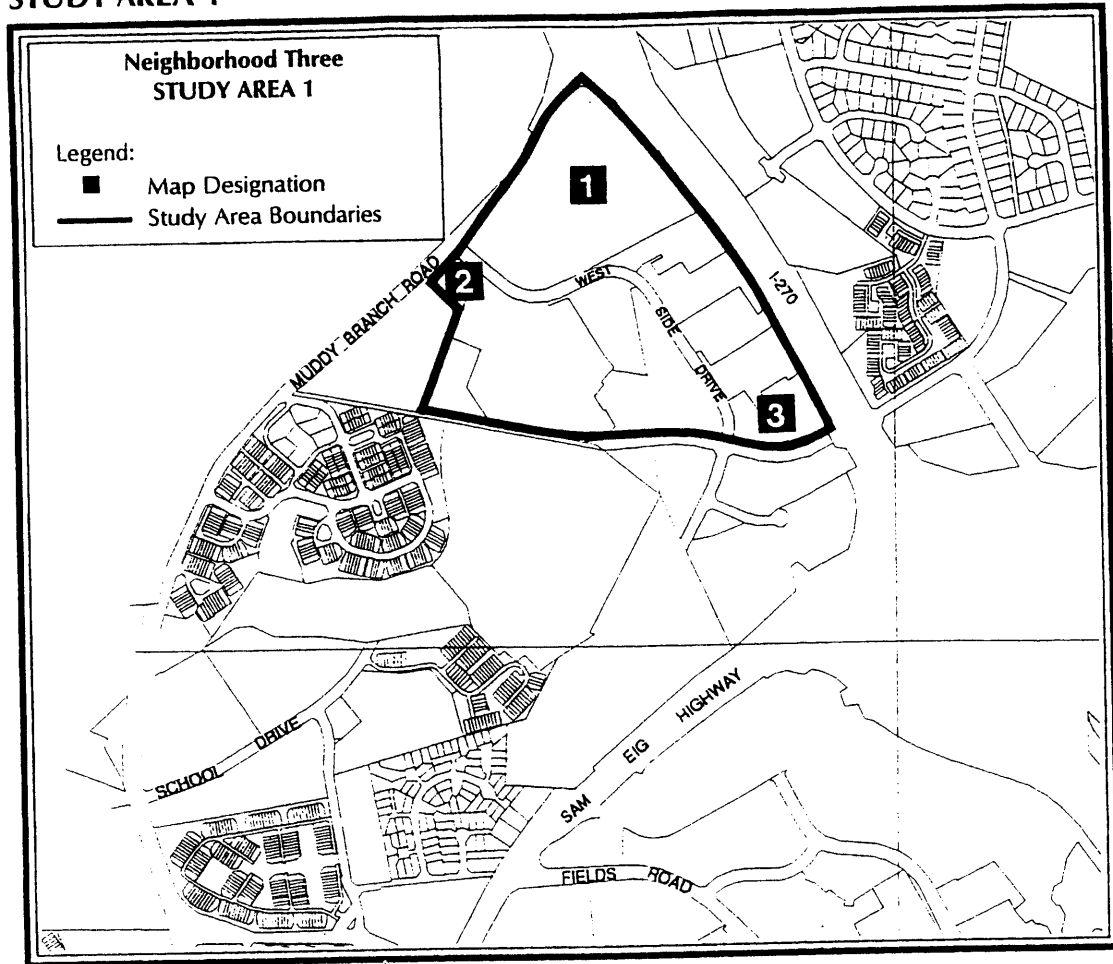
Land use options/strategies for properties in each of the six study areas shown within Neighborhood Three are discussed in the pages that follow and are shown on the map below, on maps within the text of this report, and are listed in the chart on pages 28-29.

Any properties which may not be specifically addressed in the text, map, and chart, will retain their 1974 land use designation.



NEIGHBORHOOD LIMITS

Neighborhood Three is a planning area within the City of Gaithersburg which includes property south of I-270 and east of Muddy Branch Road to Sam Eigh Highway and Fields Road.

STUDY AREA 1

Total Area:	94 Acres
Estimated Population:	2031
Housing Units:	855
Predominant Land Use:	Medium Density Residential
Vacant Land:	5.89 Acres

This study area is bounded on the east by I-270, on the south by the property line between the City parkland and property owned by M-NCP&PC, on the west by the rear property lines of the Brighton Apartments and the City parkland, and on the north by Muddy Branch Road.

The existing land use pattern consists of a large commercial center called Festival at Muddy Branch, two medium density residential developments named Brighton West Condos and Brighton Apartments, and open space which is part of Malcolm King Park. The Festival at Muddy Branch Shopping Center stands at the northern point of Study Area 1. The center is comprised of 25.3 acres and consists of 161,000 square feet of leasable area. Brighton West Condos are an older townhouse community consisting of 255 units. Across the street is the Brighton Apartments, a 600-unit apartment complex of garden style buildings. The vacant land in the study area is located along Muddy Branch Road in two locations. The first 4.6-acre parcel is located at the northern entrance to and part of the Festival at Muddy Branch Shopping Center. The second is the Schultze property consisting of 1.3 acres located on the corner of Muddy Branch Road and West Side Drive.

Land use options, identified by map designation numbers on the Study Area 1 map on page 8 and listed in the chart beginning on page 28, are described as follows:

Land Use Options

- 1** **Retain the commercial designation** on the 25-acre Festival at Muddy Branch Shopping Center (Map Designation 1). This is consistent with its 1974 land use designation. A small 1.1 acre lot within the Festival Center is currently zoned C-3 (Highway Commercial) and could be rezoned to C-2 (General Commercial) during the comprehensive rezoning process. As background information, the rezoning Z-267 changed the 1.1 acre parcel from C-2 to C-3 for the specific use of a Mobil Service Station. In 1991, a text amendment (T-280) was adopted by the City Council that allows automobile filling stations to be located in the C-2 (General Commercial) Zone. That text amendment allows an automobile filling station in the C-2 Zone only if it receives a conditional use permit. A permit can be issued only after the Planning Commission recommends and the City Council approves an application.

Land Use and Zoning Actions:

- Retained **commercial** land use designation
- Property rezoned to **C-2**

- 2** **Designate P380, as medium density residential** (Map Designation 2) a 1.3-acre parcel known as the Schultze Property. The parcel was annexed (X-160) into the City in 1992. At that time, the property was given a zoning classification of R-20 (Medium Density Residential). The annexation agreement for this parcel allows 20 one-bedroom apartments with the buildings sited so as to not impact the adjacent wetlands. The land use and zoning should remain the same.

Land Use and Zoning Actions:

- Adopted **medium density residential** land use designation
- Zoning remains **R-20**

- 3** **Retain the open space designation** on four parcels, equalling 10.6 acres, owned by the City and called Malcolm King Park (Map Designation 3). The 1974 land use plan designated these parcels as open space and recreational. Two streets planned for the end of West Side Drive will be abandoned because of the negative environmental impact on Malcom King Park.

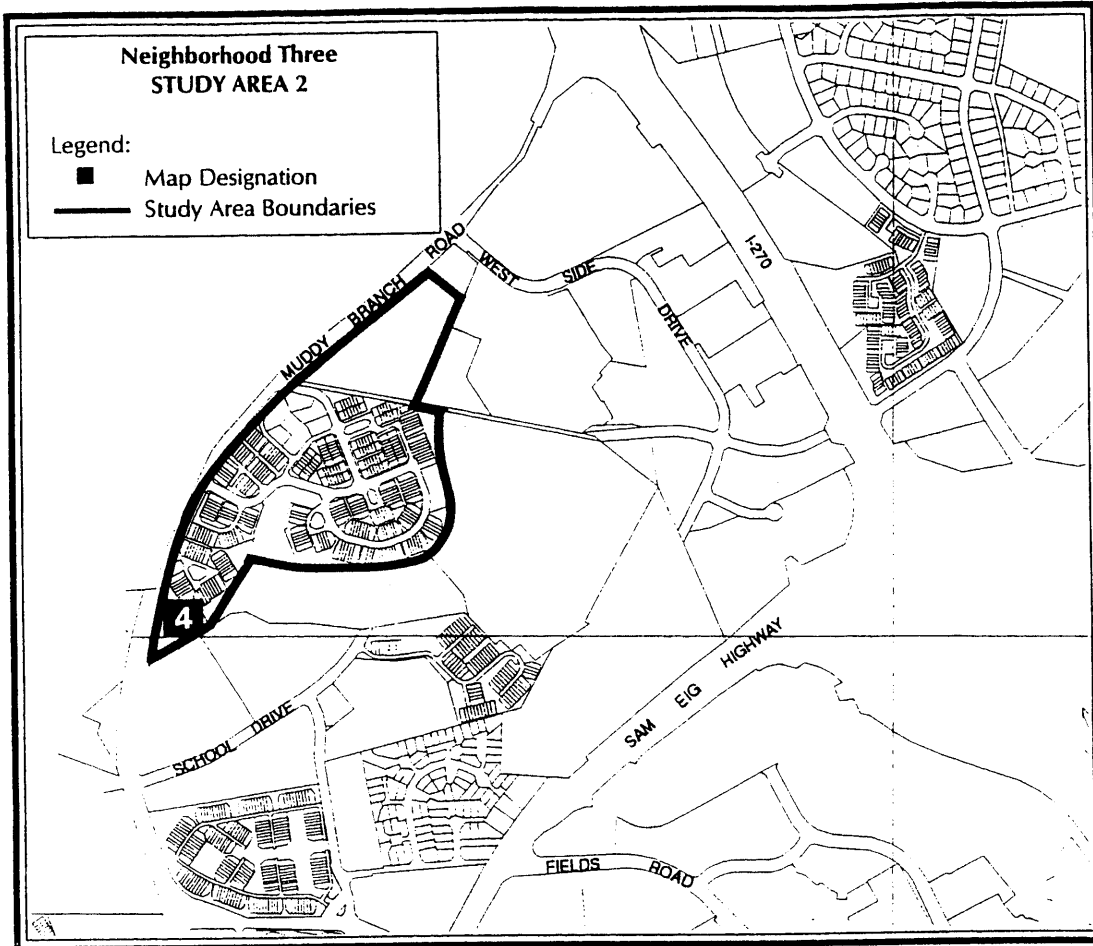
Land Use and Zoning Actions:

- Retained **open space** land use designation
- Zoning remains **R-A**

**PROJECTIONS FOR STUDY AREA 1
WITH MAXIMUM DEVELOPMENT OF LAND USE OPTIONS SELECTED**

Estimated Population	2,074	
Existing Housing Units		
Single-Family Attached	255	
Low Rise Apartments	600	
Additional Housing Units		
Map Designation 2		
Low-Rise Apartments	20	
TOTAL HOUSING UNITS	875	
School-Age Children		
K-5	152	
6-8	44	
9-12	33	
Major Commercial Development		
Festival at Muddy Branch	161000	sq.ft.
Phase III	4000	sq.ft.
Open Space/Undeveloped Land	10.6	

STUDY AREA 2



Total Area:	81 Acres
Estimated Population:	1605
Housing Units:	633
Predominant Land Use:	Medium Density Residential

Study Area 2 is bounded on the north and east by the property line between part of Malcolm King Park and the Brighton Apartments, on the south by the Muddy Branch Stream, and on the west by Muddy Branch Road.

The predominant land use in Study Area 2 is medium density residential consisting of one townhouse and condominium community, and one apartment complex. The subdivision of Park Summit includes a 323-unit townhouse community which was constructed in the mid-to-late 1980s, and the Park Summit Condominiums (72 units). The apartment complex of Governor's Square consists of 238 units built in the late 1960s. The residential component of Study Area 2 is zoned R-20. The remaining land in the study area is owned by the Washington Suburban Sanitary Commission (WSSC) and the City of Gaithersburg (part of Malcolm King Park).

One land use option, identified by a map designation number on the Study Area 2 map on page 11 and listed in the chart beginning on page 28, is described as follows:

Land Use Option

- 4** **Redesignate P985 from medium density residential to institutional** (Map Designation 4). The current long-term owner of this 1.8-acre property is the Washington Suburban Sanitary Commission and it is used as a waste water pumping station. The 1974 Land Use Plan had designated this parcel as medium density residential which is not consistent with its current use and owner. Redesignating this parcel is technical in nature and would be a logical extension of the institutional designation on the adjoining Montgomery County Board of Education school site.

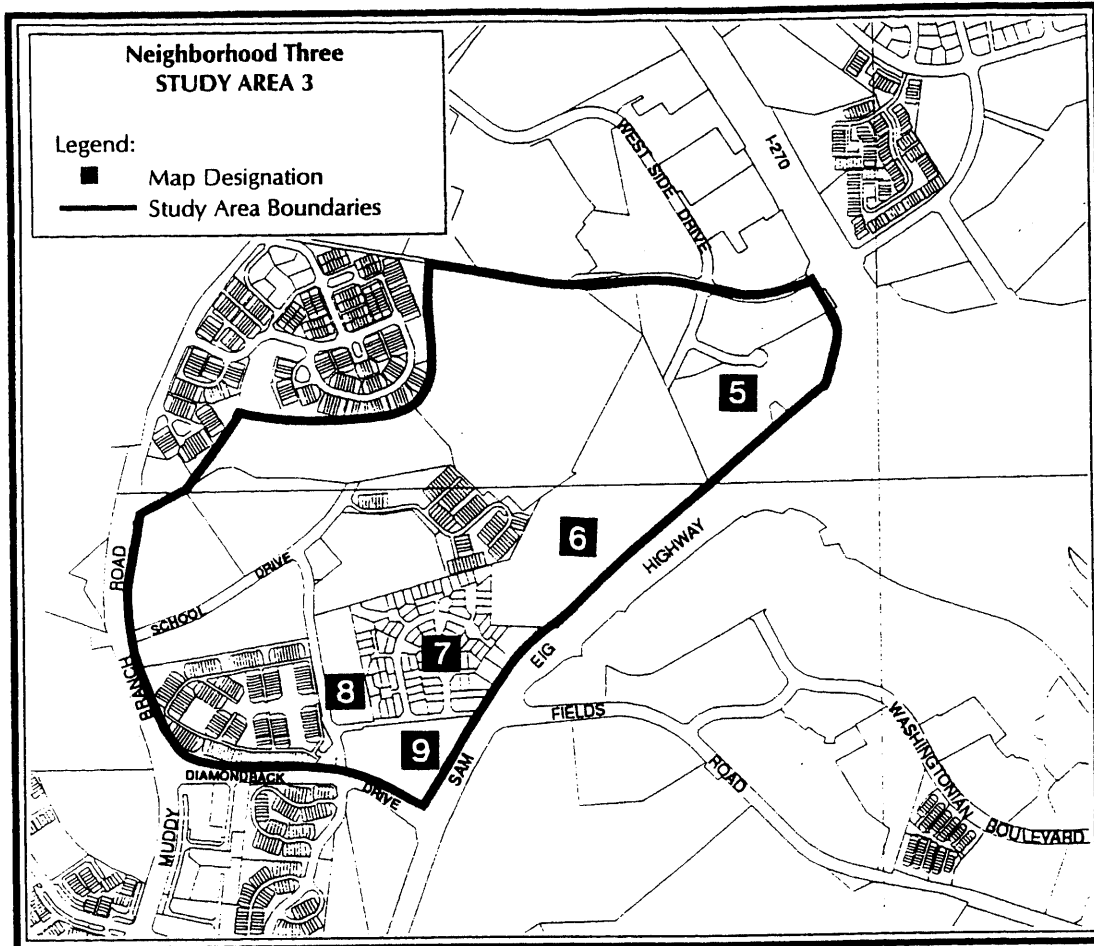
Land Use and Zoning Actions:

- Adopted **institutional** land use designation
- Zoning remains **R-A**

PROJECTIONS FOR STUDY AREA 2 WITH MAXIMUM DEVELOPMENT

Estimated Population	1605
Existing Housing Units	
Single-Family Attached	323
Condominiums	72
Low-rise Apartments	238
TOTAL HOUSING UNITS	633
School-Age Children	
K-5	126
6-8	42
9-12	19
Open Space	25 acres

STUDY AREA 3



Total Area:	160 Acres
Estimated Population:	1692
Housing Units:	745
Predominant Land Use:	Medium Density Residential
Vacant Land:	28 Acres

Study Area 3 is bounded on the north by the stream that runs through Malcolm King Park, on the east by Sam Eig Highway to include the northern parcels of the Washingtonian Center, on the south by Diamondback Drive, and on the west by Muddy Branch Road.

The land use in this study area is dominated by the 487-unit townhouse development of Shady Grove Village. Malcolm King Park and a 13-acre parcel owned by the Maryland-National Capital Park and Planning Commission are also located in this study area as well as Fields Road Elementary School. There also exists the single-family detached subdivision of Washingtonian Village consisting of 90 units, and the Suburban Park apartment complex with 168 units. Study Area 3 also contains two parcels, outside the corporate limits and owned by the Crown Family, which are bounded by Story Drive, Diamondback Drive, and Sam Eig Highway. The Hazel/Peterson Company owns a 28-acre MXD zoned parcel which is part of the Washingtonian Center and on the north side of Sam Eig Highway.

Land use options, identified by map designation numbers on the Study Area 3 map on page 13 and listed in the chart beginning on page 28, are described as follows:

Land Use Options

- 5 Redesignate** Part of Parcel 3 from **medium density residential to open space** (Map Designation 5). This 13-acre R-20 zoned parcel which is owned by the Maryland-National Capital Park and Planning Commission, is 95 percent wooded and situated at the northwestern corner of the I-270 and I-370 interchange. Examination of this parcel reveals several development constraints. Steep slopes, wetland protection, stream buffers, and forest conservation requirements all severely limit the possible development on the site. An 85-foot WSSC easement containing two 48" inch pipes runs from Sam Eig Highway west through the southern edge of the parcel. The estimated acres of developable land, after considering all of these constraints, is 3 to 4 acres. A redesignation to open space is the most logical land use designation.

Land Use and Zoning Actions:

- Adopted **open space** land use designation
- Nine (9) acres rezoned to **R-A**, remaining four (4) acres rezoned to **MXD**

- 6 Designate** Parcel A Blocks F, G, and H (Map Designation 6) as **commercial/industrial-research-office**. This 28-acre site is located north of Sam Eig Highway and is part of the Washingtonian Center. A land use designation of commercial/industrial-research-office will be consistent with the parcel's current MXD zoning. This land use designation will limit development to office, and research and development uses. Commercial development in the form of large, freestanding retail establishments will not be consistent with this plan amendment. Access to this map designation will only be by a bridge over Sam Eig Highway linking the two sides of the Washingtonian Center. The design of this bridge crossing must be approved by the City's Department of Public Works, and the Montgomery County Department of Transportation (MCDOT) to include pedestrian linkages and bikeways. State-of-the-art storm water management practices must be in place to protect Malcolm King Park and Muddy Branch Creek. Permitted office buildings would be limited to a total square footage cap of 500,000 square feet with supporting businesses that are incidental to the main use and contained within a nonresidential building. Noise attenuation should be achieved by, among other things, siting buildings adjacent to Sam Eig Highway.

It is also the intent of this land use plan to allow the property owner the flexibility to exchange some of the permitted square footage for office/commercial development into a fixed number of residential units only under the following circumstances:

- Map Designation 15, 16, and 17 must be submitted as the first Schematic Development Plan (SDP) amendment application.
- After 50 percent of commercial development approved via the SDP for Map Designation 15, 16, and 17 is completed, the City will allow the developer to seek an SDP amendment for the conversion of nonresidential square footage to residential uses under an established conversion formula.
- A formal request for conversion must be made by the property owner, and a public hearing must be conducted by the Planning Commission and City Council following the same rules that pertain to a map amendment in regards to posting of the property and notification requirements.

Conversion Formula

The conversion formula for Map Designation 6 will be 2,000 square feet of commercial/industrial-research-office space may be converted to one residential unit, up to a limit of 220 total residential units. This residential cap translates into the conversion of 440,000 square feet into residential units. Furthermore, any dwelling units included in an amended SDP that uses this conversion formula must contain a preponderance of single-family detached units. "Like" units within the residential village must about other "like" units existing in the community, and realistic efforts will be made to protect the environmental conditions of the adjacent M-NCPPC parcel. The City will require at least a 100-foot buffer or setback as required, and will be determined at SDP discussions. The remaining commercial/industrial-research-office space equaling 60,000 square feet must be located adjacent to Sam Eig Highway so as to provide a noise buffer for the proposed new residential units and existing homes. The office-commercial buffer must be integral to and architecturally compatible with the proposed residential units. Specific uses for this map designation will be reviewed and approved by the City Council at the time of SDP approval. However, uses considered incompatible and not encouraged would include retail big box users that would occupy the entire approved square footage and 24-hour convenience retail uses. Twenty-four-hour convenience uses should not be considered within this map designation.

The City Council would approve the change of 1 unit=2,000 square feet, based upon a preliminary traffic study submitted at the time of the conversion request. The traffic study must show that peak hour trip reductions in both morning and afternoon time periods will be reduced by 30 to 50 percent in comparison to 500,000 square feet of office development. One SDP must be submitted at the time of conversion showing the layout of the entire 28-acre parcel.

* For additional text on the Washingtonian Center, please turn to page 24 to see important staging elements.

- 7** **Designate** the subdivision of Washingtonian Village as **medium density residential** (Map Designation 7). This 17.9-acre, 90-unit single-family detached community was not within the City limits in 1974, but was annexed in 1979 (Annexation X-119) and is currently zoned RP-T. This subdivision is somewhat secluded due to its one access point off Crown Farm Road. This street currently ends at Norwich Court.

Land Use and Zoning Actions:

- Adopted **medium-low density residential** land use designation
- Zoning remains **RP-T**

- 8** **Designate** P302, (Map Designation 8), as **low density residential (Option A) or open space (Option B)**. This 4-acre parcel is located outside of the corporate boundary but is within Gaithersburg's maximum expansion limits. Annexation of this parcel should be actively pursued. The 1990 adopted Gaithersburg Vicinity Shady Grove West Master Plan designated this parcel as residential. This allows 2 to 6 dwelling units per acre with a zoning category of R-200. If this parcel were to be annexed with a low density residential designation (Option A), the City would need to assure tree preservation for the mature forest. In order to achieve this goal, the number of allowable lots should be restricted to 2 dwelling units per acre. This would result in a maximum of 8 units on this parcel. Reserving this parcel as open space (Option B) would commit the City to the purchase and maintenance of the lot. However, in the context of the possible annexation of the

surrounding Crown Farm, the annexation agreement could set aside this parcel as dedicated open space if annexed in conjunction with the larger tract.

Land Use and Zoning Actions:

Parcel is not within the City limits and no action has been taken.

- 9** **Designate** P458, (Map Designation 9) **medium-low density residential (Option A), or commercial (Option B)**. This 7-acre parcel is part of the Crown Farm and is not within the City limits; however, annexation should be pursued. Currently the parcel is zoned R-200/TDR 5 in the County. A medium-low density residential designation (Option A) would allow for 6 units per acre. A commercial designation (Option B) on this prominent corner is also a viable option. Any type of commercial activity would require adherence to stringent design standards to be imposed by the Planning Commission during site development review.

This map designation may be subject to future transportation impacts by a schematic grade-separated proposal for a new urban interchange on Sam Eig Highway at Diamondback Drive. Appendix A of the Gaithersburg Vicinity Shady Grove Master Plan includes a drawing and text concerning this issue. At the current time, this new road improvement is not necessary, but the possible construction of the Inter-County Connector may force the State and County to explore the idea.

Land Use and Zoning Actions:

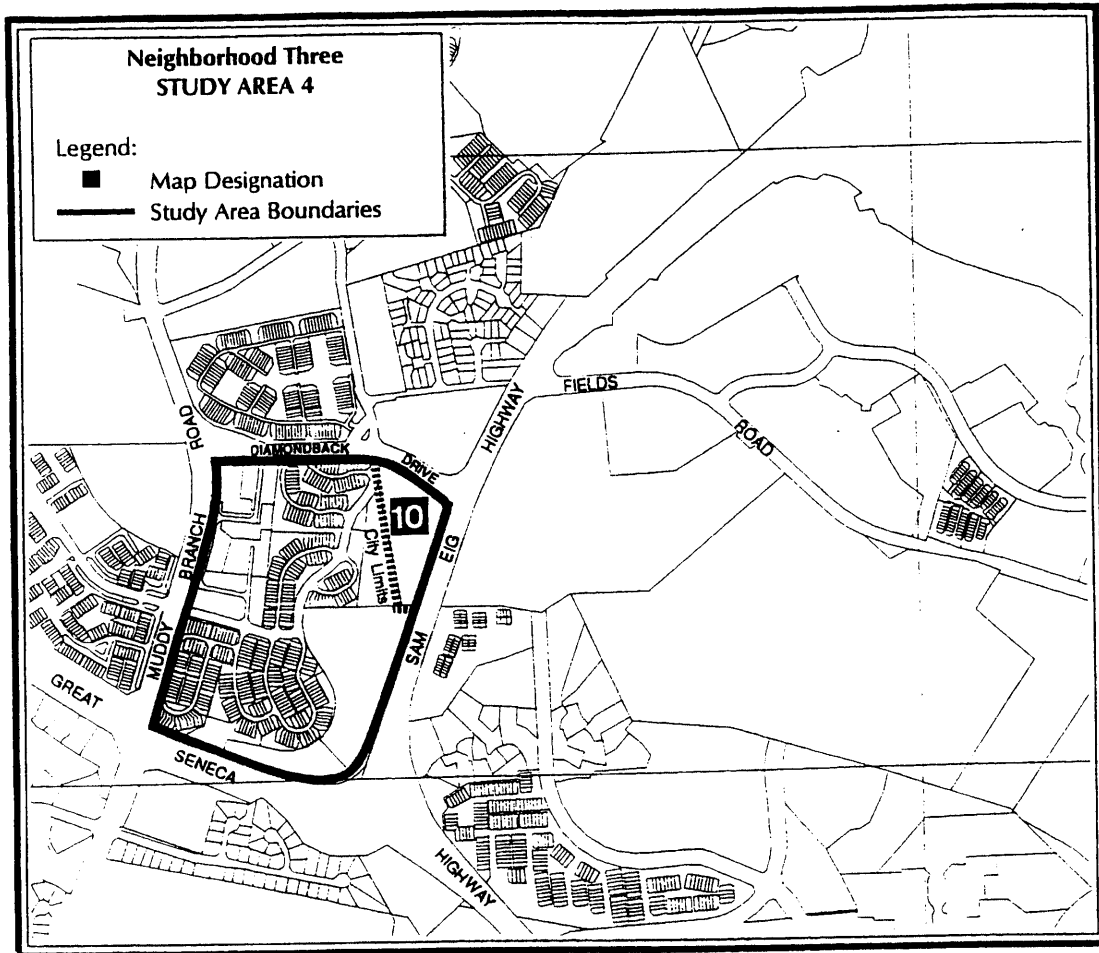
Parcel is not within the City limits and no action has been taken.

PROJECTIONS FOR STUDY AREA 3 WITH CURRENT DEVELOPMENT

Estimated Population	
Existing	1692
TOTAL POPULATION	1692
Existing Housing Units	
Single-Family Detached	90
Single-Family Attached	487
Low-Rise Apartments	168
TOTAL HOUSING UNITS	745
School-Age Children	
K-5	173
6-8	60
9-10	52

Note: This chart does not include proposed housing units on Map Designation 6.

STUDY AREA 4



Total Acres:	66 Acres
Estimated Population:	1428
Housing Units:	494
Predominant Land Use:	Medium Density Residential

Study Area 4 is bounded on the north by Diamondback Drive; on the east by Sam Eigh Highway; on the south by Great Seneca Highway; and on the west by Muddy Branch Road.

This study area is served well by the current road network listed above and with two internal streets, Suffield Drive and Bickerstaff Way. These roads all provide access to several large townhouse developments. The Greens of Warther is a townhouse community of 159 units which fronts along Muddy Branch Road. Its neighbor is a 123-unit townhouse development called The Towns of Warther. The largest subdivision in the study area is called Washingtonian Towns which contains 212 housing units. The City also maintains a 15-acre park named Green Park.

One land use option, identified by a map designation number on the Study Area 4 map on page 17 and listed in the chart beginning on page 28, is described as follows:

Land Use Option

- 10** **Designate** P619, (Map Designation 10) **as medium density residential (Option A), commercial (Option B), or open space (Option C).** This parcel is located outside the City but within the maximum expansion limits. Currently the Gaithersburg Vicinity Shady Grove West Master Plan designates this parcel as medium density residential with a zoning classification of R-200, TDR 5. Option A would be consistent with the County's master plan and could result in a 54-unit townhouse style development at 9 units per acre. A commercial designation on this parcel (Option B) could promote development in a similar fashion as Map Designation 9. A highway-oriented use such as a medical clinic or bank could be sited on this parcel. The Gaithersburg Vicinity Shady Grove West Master Plan also illustrates a schematic grade separation proposal for Sam Eig Highway and Diamondback Drive (see Map Designation 9). If this were to occur, P619 would be taken and used for a southbound on-ramp to Sam Eig Highway. Option C would be the appropriate designation if the County were to utilize this parcel.

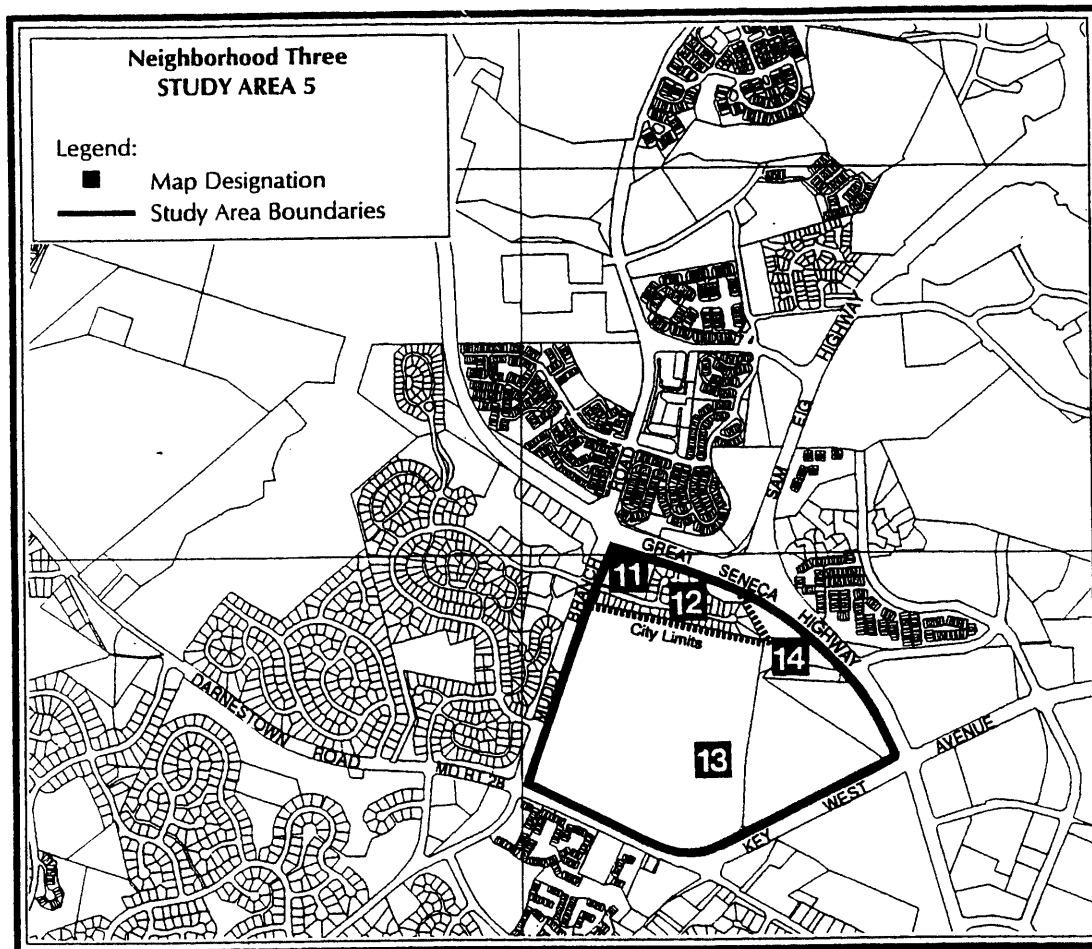
Land Use and Zoning Actions:

Parcel is not within the City limits and no action has been taken.

PROJECTIONS FOR STUDY AREA 4 WITH MAXIMUM DEVELOPMENT

Estimated Population	1545
Existing Housing Units	
Single-Family Attached	494
School-Age Children	
K-5	114
6-8	40
9-10	29
Open Space	15.6 Acres

STUDY AREA 5



Total Area:	176 Acres
Estimated Population:	154
Housing Units:	49
Predominant Land Use:	Vacant Open Space
Vacant Land:	167 Acres

Study Area 5 is mainly comprised of land outside of the City limits and bounded on the north and east by Great Seneca Highway, on the south by Key West Avenue, and on the west by Muddy Branch Road, all within the City's established maximum expansion limits.

The Neighborhood Three Land Use Plan will only suggest possible land uses for areas within the maximum expansion limits. The Gaithersburg Vicinity Shady Grove West Master Plan has been adopted and land uses have been affixed to these parcels. The proposals for this study area will deviate slightly from the Montgomery County Plan.

Land use options, identified by map designation numbers on the Study Area 5 map on page 19 and listed in the chart beginning on page 28, are described as follows:

Land Use Options

- 11** **Redesignate P45 from medium density residential to open space** (Map Designation 11). The 5-acre parcel located at the corner of Muddy Branch Road and Great Seneca Highway is a Montgomery County-owned storm water management facility. Redesignating it to open space will reflect its current use.

Land Use and Zoning Actions:

- Adopted **open space** land use designation
- Zoning remains **R-A**

- 12** **Retain and designate** the subdivision of Mission Hills **as low density residential** (Map Designation 12). The 1974 Land Use Plan originally designated this area as low density residential; however, a small 4-acre tract was added to the City in 1986 (Annexation X-140). This small 4-acre parcel has become part of the 49-unit single-family detached subdivision of Mission Hills. Only three lots remain vacant, and they have received site plan approval from the City Planning Commission. A designation of low density residential would be in line with its current use.

Land Use and Zoning Actions:

- Adopted **low density residential** land use designation
- Zoning remains **R-6**

- 13** **Designate** P500, P515, P430, part of the Banks Farm (Johns Hopkins University), a 10-acre parcel owned by Katherine Thomas, and N723 owned by Montgomery County, **as industrial-research-office** (Map Designation 13), if annexation occurs. The major property owner in this study area is the Johns Hopkins University who currently owns 138 acres. If the property were to be annexed, a land use designation of industrial-research-office should be explored. This land use designation would promote economic development by allowing a mix of educational, research and development type uses. The R&D uses should be concentrated in the eastern and southern sections along Darnestown Road, Key West Avenue, and the proposed transit stop. The proposed concentration of employment uses around a transit stop will help reduce automobile trips and increase transit ridership. A comprehensive system of pathways and sidewalks must provide easy and convenient access to the transit station and bus stops. The ten-acre parcel owned by Katherine Thomas should also be designated as stated above. Montgomery County currently owns a small parcel equaling 23,492 square feet adjacent to Key West Avenue that could also be designated as industrial-research-office.

When the Banks Farm was sold to Johns Hopkins University, a covenant was placed on the property which limits the types of uses permitted on the large tract. These uses are agricultural, academic, research and development, and delivery of health and medical care and services. If the property were to be annexed, the covenant would stand. Any development must be compatible with the surrounding residential neighborhoods. A large landscaped buffer must be reserved between the Mission Hills subdivision and the Johns Hopkins University property. To be consistent with the adopted Gaithersburg Vicinity Shady Grove West Master Plan, a 100-foot buffer along Darnestown Road would enhance the entry into the proposed Research and Development Village and would preserve the historic setting for the existing farmhouse and surrounding neighborhoods.

The Banks Farm House site is an historically designated area and is discussed in the Background section of this land use plan (see page 6).

The preservation of the environmental setting of the Banks Homestead must be adhered to in any development schemes. The environmental setting of the farm house would be established at the time of possible annexation.

In regards to transportation, the access to the interior of the Banks Farm should be limited to Darnestown Road, and Key West Avenue. No access would be permitted from Great Seneca Highway, and Muddy Branch Road. The proposed transit easement alignment runs along the northern edge of this study area parallel to Great Seneca Highway. A 50-foot right-of-way easement has been set aside next to Mission Hills.

Land Use and Zoning Actions:

No action can be taken until annexation occurs.

- 14** **Designate** P186, P193, P216, P269, P321, and P328 as **open space** (Map Designation 14). These six parcels, totaling 9.8 acres, owned by Montgomery County, are planned to be used as a future transit stop and parking area. The Shady Grove/Clarksburg Transitway Study has designated this area to be reserved for the above mentioned use. A land use designation of open space would be in line with its current ownership and future use if the property were to be annexed.

Land Use and Zoning Actions:

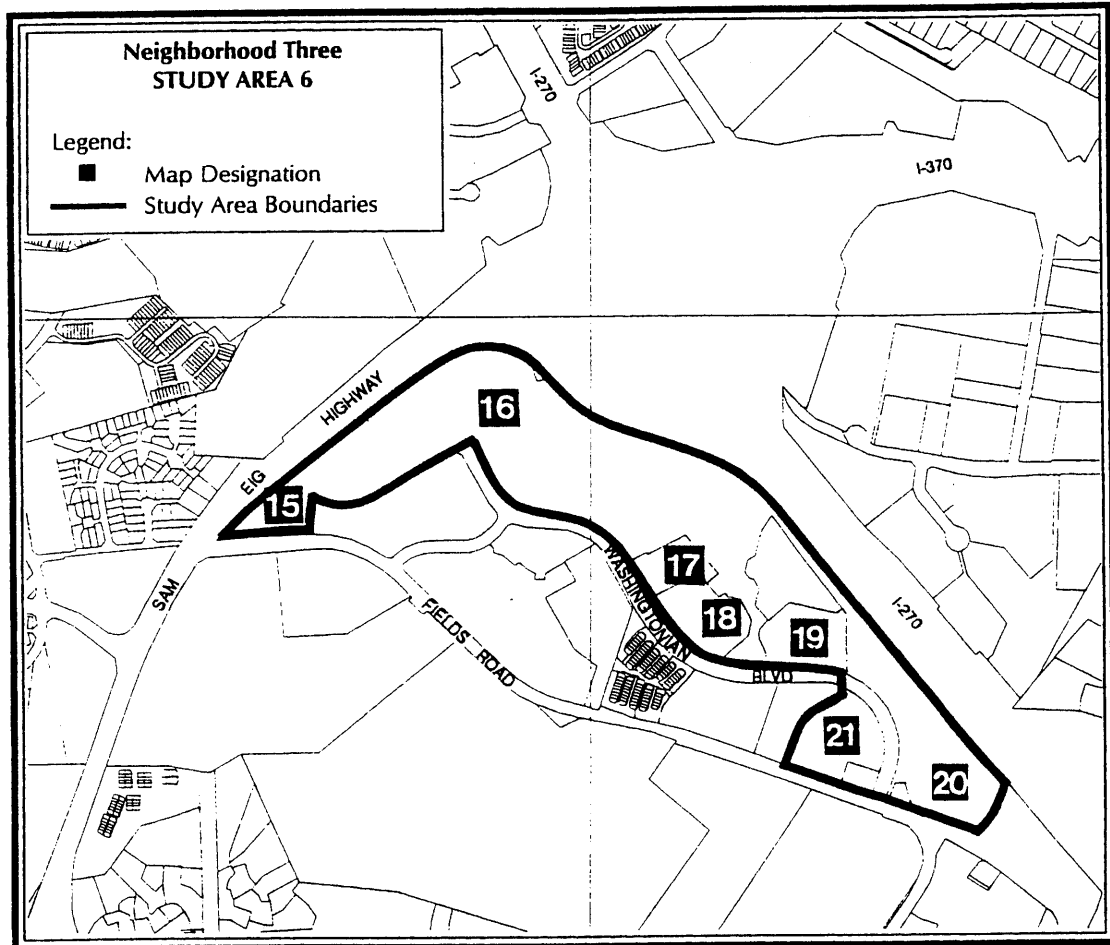
No action can be taken until annexation occurs.

PROJECTIONS FOR STUDY AREA 5 WITH MAXIMUM DEVELOPMENT WITH LAND USE OPTION SELECTED

Estimated Population	154
Existing Housing Units	49
Single-Family Detached	
School-Age Children	
K-5	20
6-8	8
9-12	10

STUDY AREA 6

The following study area offers the greatest opportunity for future development in Neighborhood Three. The location of the Washingtonian Center at the intersection of Interstate 270 and Sam Eig Highway renders this development highly visible and sensitive. The development of the area known as the Washingtonian Center is viewed by the City of Gaithersburg as the future premier entertainment, retail, and office destination of upper Montgomery County. Extensive discussion on how to achieve this goal was an integral part of this land use plan. The following text for Map Designations 6 (Study Area 3), and 15 through 21, will state specific road improvements, staging, annexation agreement amendments, and number of housing units permitted which must be followed in order for development of the vacant land to occur.



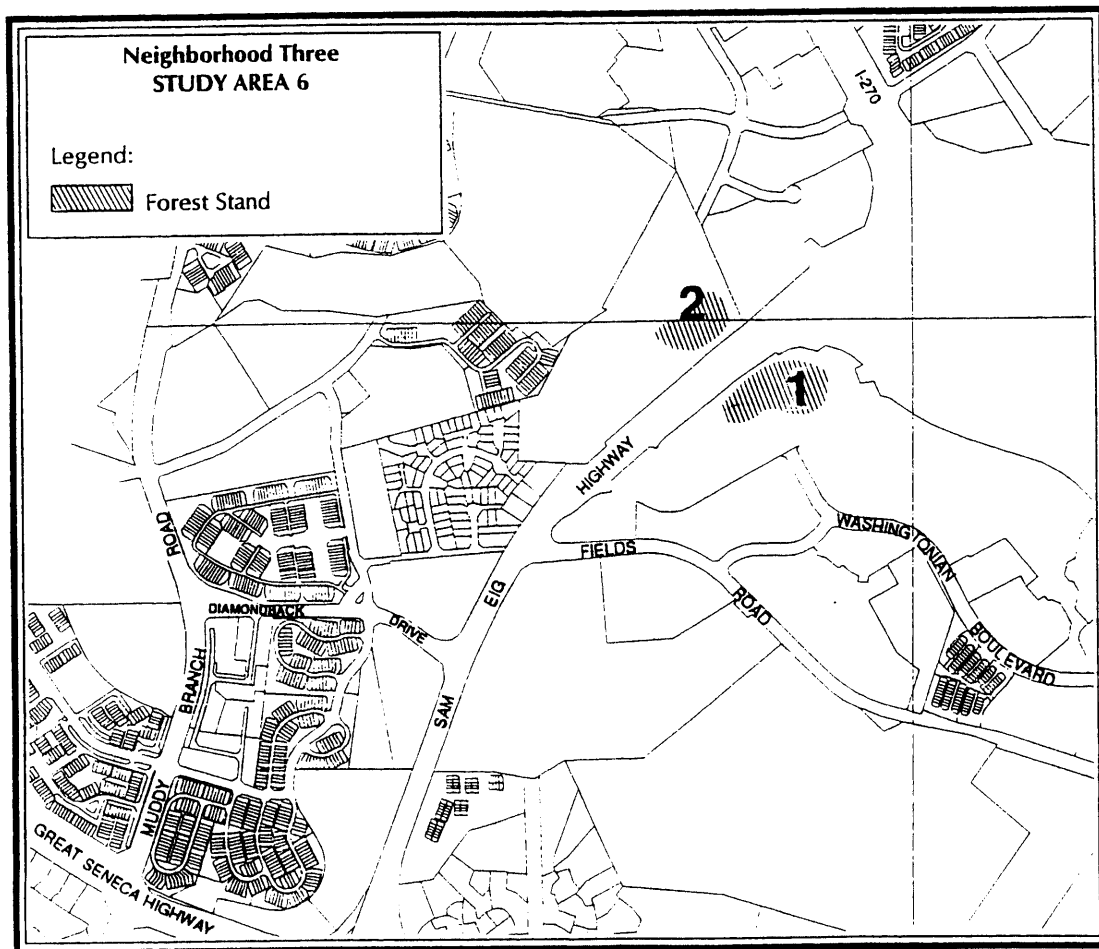
Total Area:	118 Acres
Vacant	101
Developed	17
Predominant Land Use:	Mixed Use Development and Vacant Land

Study Area 6 is bounded on the north by Sam Eig Highway, on the east by Interstate 270, and on the south and west by part of Fields Road and Washingtonian Boulevard. All property within Study Area 6 is formally known as the Washingtonian Center and was not in the City limits in 1974.

The Washingtonian Center is a mixed use development that was originally approved by Montgomery County in the mid-1980s. The schematic development plan for the project within Montgomery County at the time of this land use plan amendment allowed 4.5 million square feet in office, retail and hotel space throughout the entire Washingtonian Tract including commercial/office uses on the north side of Sam Eeg Highway. In 1991, the Washingtonian Tract was annexed into the City (Annexation X-159) and zoned MXD (Mixed Use Development). The annexation agreement at that time incorporated the Montgomery County approved schematic development plan. This approved County plan on the south side of Sam Eeg Highway would allow nine office towers with a range of 200,000 to 550,000 square feet each with structured parking and two hotels plus retail shops. All of this development would be accessed from a large highway improvement known as the "Trumpet Interchange."

There currently exists on the site a 180,000 square foot destination retail center known as Rio, which contains theaters, retail shops, restaurants, an entertainment arcade, and a health club. Adjacent to the Rio complex is a mixed use 5-level parking deck that contains several ground floor restaurants. The Bechtel Corporation headquarters is a 304,000-square foot high-rise structure which is located next to a Marriot Hotel of 168,000 square feet and 284 guest rooms. All current uses incorporate a building side that faces the 18-acre man-made Washingtonian Lake.

The remaining vacant parcels of the Washingtonian Center are owned by Hazel/Peterson Companies. Roughly 101 acres of MXD zoned land are yet to be developed in this study area. Of the 101 acres, 8.5 acres is delineated as Forest Stand 1. Forest Stand 1 is an area of mature oak and poplar trees with trunk diameters ranging from 18 inches to 34 inches. The other portions of the vacant land in this study area are unforested.



STAGING

Gaithersburg realizes that the development of the Washingtonian Center is of the utmost importance to the citizens of Gaithersburg, the people of the region who will shop and work on the site, and the land owner. Accordingly, the Land Use Plan for Neighborhood Three includes staging elements to assure appropriate sequencing of future development and the subsequent submission and approval of schematic development plans (SDP) in order to permit the neighborhood and associated public facilities to absorb the impact of the new development and meet the purpose and objectives of the MXD Zone.

The key factor to the potential development of the north side of Sam Eig Highway, and the retail section of the Washingtonian Center, is obtaining approval for a bridge crossing over Sam Eig Highway. Proper site planning cannot take place until the exact location and concept design of the bridge crossing is approved by the Montgomery County Department of Transportation (MCDOT) and the City of Gaithersburg. As part of the design requirements imposed by the land use plan, the bridge, the surrounding road network, and all internal roads serving the Washingtonian Center shall be designed to a capacity which will serve all future development to the limits set forth in the Neighborhood Three Land Use Plan, in so far as it affects the Washingtonian Center. These following staging elements must be completed in order to submit SDP amendment applications:

1. Map Designation 15, 16, and 17 must be submitted as the first SDP amendment application.
2. The conceptual design for the bridge over Sam Eig Highway, including the surrounding road network leading to and from the bridge (except the exact internal road network design for Map Designation 6), the location of the bridge, the number of lanes proposed, the design for the pedestrian and bike crossings, the architectural design including lighting, materials and appropriate elevations, and the connections to Sam Eig Highway, must be submitted as part of the first SDP submission for Map Designation 15, 16, and 17. Acknowledging the complexity and time involved in obtaining the final design approval from all affected federal, state, and local agencies, the City will require the developer to submit before SDP final approval, a letter from Montgomery County Department of Transportation (MCDOT) which approves, in principle, the conceptual design as shown on the SDP. Further, the City will require final engineering approval of the bridge design by MCDOT and all affected agencies prior to the issuance of building permits. In addition, the bridge must be open to traffic within one year from the issuance of the first occupancy permit for Map Designation 15, 16, or 17. This condition does not include parcels B and C, Block A, commonly known as the "Bullnose." The City realizes that unforeseen problems or delays may arise in obtaining the final engineering approval of the bridge design. If this situation arises due to delay beyond the control of the developer, before building permit issuance, the developer may request an extension of time for the City provided they have demonstrated a good faith effort in obtaining the final engineering for the design of the bridge.
3. The annexation agreement for X-159, the Washingtonian Center, must be amended to reflect the land use proposals as adopted by the master plan, as well as an agreed upon amenities package. Any approved SDP must contain a condition requiring an amendment of the annexation agreement before any building permits are issued which outlines the amenities that the City so desires.

Land use options, identified by map designation numbers on the Study Area 6 map on page 22 and listed in the chart beginning in page 28, are described as follows:

Land Use Options

- 15** Designate Parcels B & C, Block A as **commercial/industrial-research-office** (Map Designation 15). This designation will allow a use that is consistent with a mixed use commercial development such as office, restaurants, and highway convenience services. This map designation has high visibility and easy access to surrounding roads which would be a benefit to future office development. Uses that are encouraged on this site would be high-rise office buildings with ancillary commercial/retail business within the office building structure. A landscape buffer shall be included in any site development plan between the tennis courts of the Oakwood Apartments and Map Designation 15.

Land Use and Zoning Actions:

- Adopted **commercial/industrial-research-office** land use designation
- Zoning remains **MXD**

Note: See staging elements.

- 16** Designate Parcel H Block C as **commercial/industrial-research-office** (Map Designation 16). This 23.42 acre parcel contains Forest Stand #1. Development should be clustered around the existing lake so that a lively, pedestrian-friendly commercial/retail entertainment center emerges. A commercial/industrial-research-office designation will limit development to architecturally innovative buildings with commercial building footprints of 25,000 to 80,000 square feet. A hotel building will be permitted. Tree preservation of forest stand #1 shall include clustering of healthy, quality trees where ever possible within parking areas to include the use of structured parking, and around buildings to preserve a forested view of the site from Interstate 370/Interstate 270. Buildings should front on streets, or pedestrian walkways, with parking in the rear of the site. Any development within this map designation must be innovative in that it provides for a unique retail/commercial experience that links the existing and residential uses through a high pedestrian oriented design.

Land Use and Zoning Actions:

- Adopted **commercial/industrial-research-office** land use designation
- Zoning remains **MXD**

Note: See staging elements.

- 17** Designate Parcel I, Block C as **commercial/industrial-research-office** (Map Designation 17). This designation will allow for a continuation of the pedestrian and entertainment activity currently located around the Washingtonian Lake. Commercial/retail development around the lake between Map Designation 16, 17, and 18 will provide a lively entertainment focal point. Any development must include design features that utilize the lake frontage to promote pedestrian activity. Uses that are encouraged are retail, hotels, restaurants, and office development.

Land Use and Zoning Actions:

- Adopted **commercial/industrial-research-office** land use designation
- Zoning remains **MXD**

Note: See staging elements.

- 18** **Designate** Parcels A, C, D, and J of Block E as **commercial/industrial-research-office** (Map Designation 18). These four parcels make up the developed portion of the Washingtonian Center. Parcel A contains the 168,000 square foot Marriot Hotel and Conference Center. Parcel C is the Bechtel Corporate Headquarters and consists of a 304,000-square foot, 14-story office tower, with an adjacent parking deck and several restaurants on the ground floor. Parcel D is the 180,000 square foot Rio complex which is a destination retail center, entertainment arcade with restaurants, theaters, and a health club. The last parcel is Parcel J, which is the Washingtonian Lake and its surrounding green space. This man-made lake and pathway system totals 18 acres and has become the focus of the entire Washingtonian Center development. The preservation of the lake is vital, and any new development must not adversely impact the established theme. This designation is technical in nature because the uses are currently existing.

Land Use and Zoning Actions:

- Adopted **commercial/industrial-research-office** land use designation
- Zoning remains **MXD**

- 19** **Designate** Parcel E Block C as **commercial/industrial-research-office (Option A) or high density residential (Option B)** (Map Designation 19). This 5-acre parcel is owned by the Bechtel Corporation and is a possible site for future expansion. The commercial/industrial-research-office designation will would allow for a range of nonresidential use, such as a hotel or a 500,000 square foot office building.

Land Use and Zoning Actions:

- Adopted **commercial/industrial-research-office** land use designation
- Zoning remains **MXD**

- 20** **Designate** Parcels F, Block C as **commercial/industrial-research-office and institutional** (Map Designation 20). This map designation is located in the southern corner of the Washingtonian Center adjacent to I-270 and equals 14 acres. A commercial/industrial-research-office and institutional designation will allow for three office buildings equaling 400,000 square foot each. Institutional uses may include a conference center, elderly housing, medical center, hospital, educational uses, or any similar uses. If commercial/office uses are built, ancillary retail, restaurants, recreational uses and institutional uses would be permitted.

Land Use and Zoning Actions:

- Adopted **commercial/industrial-research-office and Institutional** land use designation
- Zoning remains **MXD**

Note: See staging elements.

21

Designate Parcel B Block D as commercial-office residential and Institutional (Map Designation 20). This 5.6-acre parcel is situated between Washingtonian Boulevard and Fields Road. The current development in the County adjacent to this map designation consists of townhouses, and three- or four-story apartment buildings. A commercial-office-residential designation could allow for the following uses: residential (single-family attached), commercial/retail, office, or institutional. Multi-family units will not be permitted unless associated with an institutional use. Institutional uses may include a conference center, elderly housing, medical center, hospital, educational uses, or any similar type uses. If commercial/office uses are built, ancillary retail, restaurants, recreational uses and institutional uses would be permitted.

Land Use and Zoning Actions:

- Adopted **commercial/industrial-research-office and Institutional** land use designation
- Zoning remains **MXD**

**PROJECTIONS FOR STUDY AREA 6
WITH LAND USE OPTIONS SELECTED**

Estimated Population	240
Existing Housing Units	0
Additional Housing Units	
Map Designation 21	83 High-Rise Condos or Apatments
TOTAL HOUSING UNITS	83
School-Age Children	
K-5	19
6-8	7
9-12	5

NEIGHBORHOOD THREE
LAND USE PLAN DESIGNATIONS AND COMPREHENSIVE REZONING
1997

MAP DESIG	STUDY AREA	SUBDIVISION/ PARCEL/ LOT	ACRES/PROPERTY OWNER(S)	ZONING 1995	1974 LAND USE DESIGNATION	1995 DRAFT PLAN LAND USE DESIGNATION	PLANNING COMMISSION RECOMMENDATION	MAYOR & COUNCIL ADOPTION	ADOPTED ZONING
1	1	Parcel 4	25.3 MB Limited Ptsbp	C-2 C-3	Comm	Comm	Comm	Comm	C-2
2	1	P380	1.3 Edward Schultze	R-20	-	Med Den Res	Med Den Res	Med Den Res	R-20
3	1	3872/665 3872/671 3872/674 3872/677	10.6 City of Gaithersburg	R-A	Open Space-Rec	Open Space	Open Space	Open Space	R-A
4	2	P985	1.8 Washington Suburban Sanitary Commission	R-A	Med Den Res	Inst	Inst	Inst	R-A, MXD
5	3	Part of Parcel 3	13.1 M-NCP&PC	R-20	Med Den Res	Open Space	Open Space	Open Space	R-A
6	3	Part of P244	28.0 Hazel/Peterson Co.	MXD	-	Med-Low Den Res (Opt A) Mixed Res (Opt B)	Mixed Res	Comm/Ind-Rsch-Off	MXD
7	3	Washingtonian Village	17.9 Multiple Owners (90 Lots)	RP-T	-	Med Den Res	Med-Low Den Res	Med-Low Den Res	RP-T
8	3	P302	4.2 Crown Family et.	R-200 ¹	-	Res ² Low Den Res (Opt A) ³ Open Space (Opt B) ³	Low Den Res	Low Den Res	-
9	3	P458	7.1 Crown Family et.	R-200 ¹	-	Res ² Med Den Res (Opt A) ³ Comm (Opt B) ³	Low Den Res	Low Den Res	-
10	4	P619	6.1 Crown Family et.	R-200 ¹	-	Res ² Med Den Res (Opt A) ³ Comm (Opt B) ³ Open Space (opt C) ³	Low Den Res	Low Den Res	-

MAP DESIG	STUDY AREA	SUBDIVISION/ PARCEL/ LOT	ACRES/PROPERTY OWNER(S)	ZONING 1995	1974 LAND USE DESIGNATION	1995 DRAFT PLAN LAND USE DESIGNATION	PLANNING COMMISSION RECOMMENDATION	MAYOR & COUNCIL ADOPTION	ADOPTED ZONING
11	5	P45	5.0 Montgomery County	R-6	Low Den Res	Open Space	Open Space	Open Space	R-A
12	5	Mission Hills	13.2 Multiple Owners (52 lots)	R-6	Low Den Res	Low Den Res	Low Den Res	Low Den Res	R-A
13	5	P500, P515 P430, N723	148 Johns Hopkins University Katherine Thomas Montgomery County	Res & Dev ¹	—	Employment ² Ind-Rsch-Off ³	—	—	—
14	5	P186, P269 P193, P216 P321, P328	9.8 Montgomery County	Res & Dev ¹	—	Employment ² Open Space ³	Open Space	Open Space	R-A
15	6	Parcels B, C Block A	3.1 H/P Company	MXD	—	Comm/Ind-Rsch-Off (Scenarios A, B and C)	Comm/Ind-Rsch-Off	Comm/Ind-Rsch-Off	MXD
16	6	Parcel H Block C	23.4 H/P Company	MXD	—	Comm/Ind-Rsch-Off	Comm/Ind-Rsch-Off	Comm/Ind-Rsch-Off	MXD
17	6	Parcel I Block C	5.3 H/P Company	MXD	—	Comm/Ind-Rsch-Off	Comm/Ind-Rsch-Off	Comm/Ind-Rsch-Off	MXD
18	6	Parcels A, C D & J Block E	30.0 H/P Company	MXD	—	Comm/Ind-Rsch-Off	Comm/Ind-Rsch-Off	Comm/Ind-Rsch-Off	MXD
19	6	Parcel E Block C	5.0 Bechtel Corp.	MXD	—	High Den Res (Option A) Comm/Ind-Rsch-Off (Option B)	Comm/Ind-Rsch-Off	Comm/Ind-Rsch-Off	MXD
20	6	Parcels F, G Block C	14 H/P Company	MXD	—	High Den Res (Option A) Comm/Ind-Rsch-Off (Option B)	Comm-Off-Res	Comm/Ind-Rsch-Off	MXD
21	6	Parcels B Block D	5.6 H/P Company	MXD	—	High Den Res (Option A) Comm/Ind-Rsch-Off (Option B) Med Den Res (Opt C)	Comm-Off-Res	Comm-Off-Res and Inst	MXD

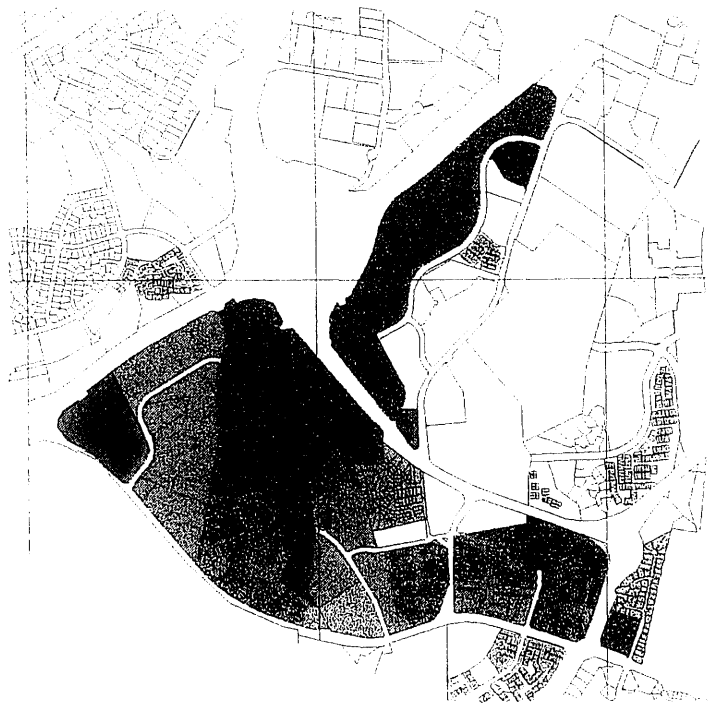
Abbreviations:Comm = Commercial
Den = DensityInd = Industrial
Inst = InstitutionalMed = Medium
Off = OfficeOpt = Option
Rec = RecreationalRes = Residential
Rsch = Research¹ Current zoning in Montgomery County.² 1995 land use designation in Montgomery County.³ City of Gaithersburg land use designation, if annexed.

LAND USE CLASSIFICATION HIERARCHY

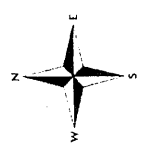
Low Density Residential
Medium-Low Density Residential
Medium Density Residential
High Density Residential
Mixed Residential
Residential-Office
Commercial-Office-Residential
Mixed Use
Commercial
Commercial-Industrial-Research-Office
Industrial-Research-Office
Industrial
Institutional
Institutional-Residential
Open Space

ZONING CATEGORIES

R-A	Low Density Residential (maximum density: 2 units per acre)
R-90	Medium Density Residential (maximum density: 3.5 units per acre)
R-6	Medium Density Residential (maximum density: 6 units per acre)
RP-T	Medium Density Residential (maximum density: 9 units per acre)
R-18	Medium Density Residential (maximum density: 18 units per acre)
R-20	Medium Density Residential (maximum density: 21.5 units per acre)
R-H	High Density Residential (maximum density: 54 units per acre)
R-O	Planned Residential
R-B	Residential Buffer
C-B	Commercial Buffer
C-1	Local Commercial
C-2	General Commercial
C-3	Highway Commercial
CBD	Central Business District
C-P	Commercial Office Park
E-1	Urban Employment
E-2	Moderate Intensity Industrial Park
I-1	Light Industrial
I-3	Industrial and Office Park
I-4	General Industrial

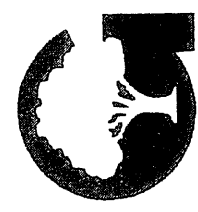


NEIGHBORHOOD THREE LAND USE MAP



LEGEND

	LOW DENSITY RESIDENTIAL
	MEDIUM LOW DENSITY RESIDENTIAL
	MEDIUM DENSITY RESIDENTIAL
	HIGH DENSITY RESIDENTIAL
	MIXED RESIDENTIAL
	RESIDENTIAL OFFICE
	COMMERCIAL-OFFICE-RESIDENTIAL
	MIXED USE
	COMMERCIAL
	COMMERCIAL/INDUSTRIAL-RESEARCH-OFFICE
	INDUSTRIAL-RESEARCH-OFFICE
	INDUSTRIAL
	INSTITUTIONAL
	OPEN SPACE



Gaithersburg

PLANNING AND CODE
ADMINISTRATION



CITY OF GAITHERSBURG
HOUSING POLICY

EXHIBIT
37
X-181
12/01/04

EXHIBIT
37
X-181
12/01/04

HOUSING POLICY
Adopted July 19, 1999

MAYOR AND CITY COUNCIL

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Stanley J. Alster
Sharon B. Bohrer
Charles F. Davis
Geraldine E. Edens
Ann T. Somerset

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Blanche Keller, Vice Chairman
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David B. Humpton

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HOUSING POLICY

Recognizing its pivotal position in the center of a growing county, the City of Gaithersburg believes it is important to establish a focus for future housing initiatives. As development continues within the corporate limits, the City's Master Plan offers broad policy guidelines for future development, whereas a more concise Housing Policy can create a framework from which favorable and focused housing developments can emerge.

The objectives of this Housing Policy are to: 1) limit the quantity of multi-family housing and maximize single family housing throughout the City; 2) ensure the adequacy of transportation facilities and transportation options to support all residential development and re-development projects; 3) encourage the development community to utilize smart urban design principles and the tenets of new urbanism to bring high quality housing to Gaithersburg; and 4) minimize the impact of development on existing educational facilities by fostering the concept of neighborhood schools. In addition, the City must redouble its efforts to cooperate with regional transportation initiatives including but not limited to: expansion of Ride-On bus system to local neighborhoods, the Shady Grove Transportation Management District (TMD), I-270 Multi-Modal Study, Corridor Cities Transitway, and Metrorail extension to Metropolitan Grove.

Therefore, in reviewing plans for new development projects, re-development projects and/or amendments to approved development plans and site plans, the Mayor and City Council and the Planning Commission shall:

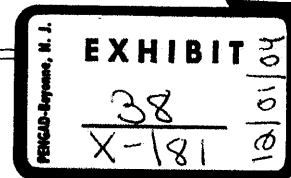
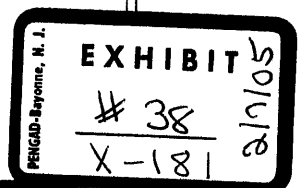
1. Encourage a diversity of housing types throughout the City. In mixed use development projects, and in residential projects generating more than 100 units, attain a mix of housing types that is comprised of a minimum of 50 percent single family detached housing unless the public interest or the Master Plan otherwise dictates.
2. Refrain from the approval of the development of residential communities composed solely of townhouse units or multi-family units unless the public interest otherwise dictates.
3. Where transit and public transportation opportunities will be utilized, allow higher density. Transportation infrastructure must be in place or completely funded prior to construction.
4. In areas where the Master Plan has encouraged higher density or specific housing types or locational factors, mandate strict staging requirements that will preclude such development without adequate transportation facilities or transit options, or delay such growth and development until alleviation of identified traffic problems.
5. Approve residential development plans that have the potential to produce diverse student populations that can be supported by existing or scheduled community-based schools.
6. Require detailed traffic studies to confirm with certainty the adequacy of transportation and transit facilities when considering development proposals.

7. Require the developer to provide adequate parkland to support new development or redevelopment.
8. Closely monitor developer efforts to incorporate soil and erosion controls and/or storm water "best management practices" into each project.

It is intended that this Housing Policy shall be incorporated into and made part of the Land Use and Transportation Elements of the General Plan for the City of Gaithersburg, superseding policies contrary to or inconsistent with the recommendations and policies contained within existing Neighborhood Master Plans.

Adopted by the Mayor and City Council July 19, 1999, Resolution R-56-99.

MASTER PLAN
TRANSPORTATION ELEMENT
TRANSPORTATION PLAN



VISION STATEMENT

Gaithersburg shall develop
a comprehensive and highly functional transportation system
for the efficient, economical, and effective movement of people and goods,
Particular emphasis shall be given to facilitating pedestrian travel
and other alternatives to the automobile.

GOALS AND RECOMMENDATIONS

1. Goal

Improve and maintain the efficiency and safety of Gaithersburg's street network with projects to upgrade areas impacted by traffic congestion, noise, and road design problems.

Recommendations

- Sufficient resources shall be provided through the operating and capital budget processes to ensure that the City's transportation system continues to move towards a superior level of service.
- Complete the local street network as proposed in this plan.
- Minimize congestion and delay on major nonresidential streets through better coordination of traffic signals and other effective means of traffic control.

2. Goal

Coordinate land use and zoning actions with existing and programmed transportation facilities and consider the land use and transportation plans for adjacent areas outside of Gaithersburg.

Recommendations

- High density mixed-use development shall be encouraged in the vicinity of existing transportation facilities such as the two MARC stations and along established bus lines. Future high density development shall be concentrated along planned mass transportation facilities such as the Corridor Cities Transitway.
- Gaithersburg shall continue to work closely with state agencies, Montgomery County, and the neighboring municipalities of Rockville and Washington Grove on the planning and development of regional transportation improvements. The City should consider a focused outreach effort to increase support within the Montgomery Village community for the completion of the MidCounty Highway (M-83).

3. Goal

Require new development and redevelopment to share in the cost and construction of public facilities such as roads, bikeways and racks, pedestrian walks and amenities, and transit related buildings and parking areas.

Recommendations

- Continue Gaithersburg's successful practice of including the provision of new transportation facilities and site amenities as part of site plan approval. Transit-oriented development shall be given a high priority throughout the City as will extensions and connections to existing and proposed pedestrian and bicycle trails.
- Incentivize the private sector to become a partner in planning, developing, and funding the new Gaithersburg Greenways open space and trail system. (See Sensitive Areas Element of the Master Plan, and map on page 23)

4. Goal

Minimize the impact of through-commuter traffic on the City, particularly in residential and environmentally sensitive areas.

Recommendations

- Work with the state and county to expedite the completion of long-awaited roads designed to move through-traffic around Gaithersburg such as the extension of Midcounty Highway (M-83) and the widening of Darnestown Road (MD 28).
- Implement appropriate traffic controls and develop innovative traffic and speed mitigation plans using good urban design.
- Establish residential permit parking zones in neighborhoods where such parking is needed and develop other appropriate parking controls to ensure parking availability and to improve the appearance and safety of residential neighborhoods.
- Work with citizens and community groups to identify and solve transportation problems.

5. Goal

Encourage the development of nonvehicular circulation systems such as bikeways, pedestrian walks, and trails to provide citizens with alternative means of transportation as well as health and wellness opportunities.

Recommendations

- Where lacking, existing streets shall be improved if possible with sidewalks and bikeways to better accommodate pedestrian and bicycle movement.

- The Gaithersburg Greenways system, detailed in the Sensitive Areas Element of the Master Plan, will provide many of the connections needed for a coordinated intracity pedestrian and bicycle network. The Greenways will be a source of pride for the City and is in keeping with City's strategic direction to pursue policies and projects 'that set Gaithersburg apart' from other communities and improve the City's identity, sense of community, and quality of life.
- New streets and sidewalks shall be designed to fit in with existing neighborhoods and shall facilitate circulation within the city.
- Where feasible, new development shall include sidewalks that provide linkages to existing pedestrian and bicycle path systems in the city and nonvehicular accessibility to commercial centers, transit stops, nearby public buildings, houses of worship, and other institutions and open space.
- Both public and private development shall incorporate accessibility and safety for pedestrians and the disabled and shall, whenever possible, include benches, transit stop shelters, and other pedestrian amenities at strategic locations.
- Consider repeal of restriction on the use of bicycles on sidewalks.

6. Goal

Encourage the use of high occupancy vehicles and transit such as Metrorail, Ride-On buses, MARC commuter rail, car and van pools to support regional and local efforts to reduce traffic congestion, conserve energy, and maintain air quality goals.

Recommendations

- Adopt zoning and design standards that ensure development is accessible, attractive, and convenient to pedestrians and transit users
- Work with the Maryland Mass Transit Administration, Montgomery County, WMATA (Metrorail) and the private sector to develop a transit enhancement plan for the City involving improved intracity transit service and improved bus and rail service to Olde Towne.
- Develop transportation management strategies that augment and optimize existing mass transit systems. Include the encouragement of staggered work hours by employers.
- Work with employers to devise van and car pool programs and provide reduced parking requirements for new projects as an incentive.
- Set up a car pool hot-line as part of a commuter information service.

7. Goal

Provide adequate amounts of convenient parking for shoppers, commuters and residents.

Recommendations

- Implementation of the parking improvements proposed in the 1996 Downtown Plan for the City of Gaithersburg, which calls for a significant expansion of public and private parking capacity for the Olde Towne central business district.
- Provide, when feasible, on-street parking for shoppers in commercial areas throughout the City. This will increase the amount of available parking and help to transform busy commercial streets into more pedestrian-friendly environments by separating pedestrians from traffic with a buffer of parked cars as is found in most urban business districts.
- Parking areas and structures shall be located behind buildings and shall have convenient and well-designed pedestrian accessibility.

8. Goal

Control development in areas where adequate transportation facilities such as additional or expanded roads and transit cannot feasibly be provided or improved.

Recommendation

- Using the Sensitive Areas Element of the Master Plan as a guide, restrict development from environmentally unique or delicate sites. New development shall be concentrated along established transportation corridors such as Frederick Avenue (Maryland Route 355) and Quince Orchard Road (Maryland Route 124) and in the vicinity of both existing MARC and future light rail transit stations.

9. Goal

Improve the function and appearance of existing major roads in Gaithersburg and develop attractive gateways to the City to help welcome and guide visitors. Attractive and inviting street scapes and public spaces in highly visible areas of the City will result in a strong and positive image for Gaithersburg and helps to create a true sense of place.

Recommendations

- Eliminate dangerous two-way continuous left turn lanes and reduce the number of curb cuts on major arterial roads.
- Designate Special Urban Design Corridors and Gateway areas to improve the safety and appearance of high visibility, heavily traveled thoroughfares. Improvements shall include extensive street tree planting, landscaped medians, ornamental street lighting, and attractive directional and informational signage. Maryland Route 355 (Frederick Avenue) should be the first priority for urban design improvements.

10. Goal

Increase roadway capacity by using the existing infrastructure more efficiently.

Recommendations

- Pursue Transportation Management strategies and programs to provide alternatives to capital-intensive transportation improvements.
- Review operational systems such as the timing of traffic signals along major routes, in cooperation with Montgomery County and the State Department of Transportation.

FUTURE TRANSPORTATION IMPROVEMENTS

To realize the Vision of Gaithersburg as a growing city with a comprehensive and highly functional transportation system, the following projects are recommended for implementation. Some of the recommended improvements are in addition to the ones presented in the 1989 report by the Transportation Ad Hoc Committee.

STREET AND HIGHWAY PROJECTS

Freeways

Watkins Mill Road Interchange - An interchange at Watkins Mill Road extended and Interstate 270 will provide relief to the overburdened Montgomery Village Avenue-Quince Orchard Road interchange. The new interchange will also improve the development potential of two major vacant areas in the City, the Casey Tract in Neighborhood Five and the Cousins-I.B.M. site in Neighborhood Six.

New ramp at Exit 10, I-270 - A new ramp from the northbound Interstate 270 lanes to connect directly with Perry Parkway is needed to provide improved access to Olde Towne and to the rest of the Maryland Route 355 corridor.

InterCounty Connector/I-370 - This proposed limited access freeway will provide better access to the City from the Interstate 95 corridor and will be an alternate route for drivers wishing to bypass Interstate 495, the Capital Beltway, and Interstate 270. The highest level of environmental planning and urban design creativity is needed for the development of the new road. The concept should be that of a landscaped parkway, and provision for public transportation should be made a priority.

Major Arterials

M-83, MidCounty Highway - This important regional highway linking Gaithersburg and Montgomery Village to the Shady Grove Road area and the Shady Grove Metrarail Station is to be extended north of its present terminus at Montgomery Village Avenue to Germantown. Completion of M-83 will provide an alternate route for local users of heavily congested Maryland Route 355 and Interstate 270.

Maryland Route 355 - The widening of Frederick Avenue north of Montgomery Village Avenue, Maryland Route 124, to six lanes is underway.

Darnestown Road/Maryland Route 28 - This State road is slated for widening to 4 lanes along the southerly border of the City, from Muddy Branch Road to Quince Orchard Road. Preservation of the existing trees on the northerly side of the road and within the city limits should be considered in the final design for the expansion.

Maryland Route 124/Quince Orchard Road expansion - The widening of this State road to four lanes is underway.

Great Seneca Highway - This County road is presently a four-lane divided highway. It should remain a four-lane highway and the development of the Clarksburg-Shady Grove Transitway along the highway should be strongly supported.

Shady Grove Road - in coordination with Montgomery County, intersection improvements should be made a priority to improve the traffic circulation in this increasingly congested commercial area.

Diamondback Drive/Sam Eig Highway Intersection - This intersection should be upgraded in the future with the construction of the Intercounty Connector. (See Neighborhood Three Plan, Study area 3, Map Designation 9.)

Intersection Improvement/flyover ramp at Sam Eig Highway and Great Seneca Highway - This improvement may be needed in the future if the traffic volume on both highways increases significantly.

Arterials

Watkins Mill Road extended - This is a long-planned connection between Neighborhoods Five and Six, an extension of Watkins Mill Road from Maryland Route 355 to Clopper Road. The new section of the roads will provide access to the vacant Cousins site and the Casey Tract and will allow for a new interchange at Interstate 270. Completion of Watkins Mill Road will provide the City with a new and badly needed cross town route, and will help relieve traffic congestion on Maryland Route 124 (Montgomery Village Avenue/Quince Orchard Road).

Collectors

West Diamond Avenue extension to Cedar Avenue - This important link is needed to support new development in Olde Towne and to improve access to the City's redeveloping central business district from Interstate 270 and from the west side of Gaithersburg. (See Downtown Plan in Neighborhood One Element.)

Extension of Teachers Way to North Summit Avenue - The extension of Teachers Way is needed to provide improved access to Olde Towne from the northeasterly section of the City and to improve traffic circulation within the Central Business District. (Downtown Plan.)

Odend'hal Avenue - Odend'hal Avenue shall be extended east from its present terminus at Goshen Road in order to provide access to the Casey Goshen development tract, adjacent to and including the Summit Shopping Center which is in need of redevelopment.

Longdraft Road - This two lane road is being expanded to four lanes just to the south of Clopper Road with channelization at the intersection. The project is nearing completion.

Elimination of narrow bottleneck section of Maryland Route 117/West Diamond Avenue between Perry Parkway and Chestnut Street/Muddy Branch Road - A widening of this section of the road to four lanes would improve traffic flow in the area and the safety of motorists, pedestrians, and bikers. In the design of the improved road, a narrow barrier instead of a planted median should be considered in order to keep overall street width to a minimum. This would support the preservation of the houses on both sides of the street. A upgraded path for pedestrian and bicycle users should be a priority for the project.

East Diamond Avenue - Existing Maryland Route 124, known locally as East Diamond Avenue and Washingtonian Grove Lane, shall be preserved between Olde Towne and MidCounty Highway.

Chestnut Street/West Diamond Avenue intersection - A study is needed to improve the safety of this intersection. The one-way traffic pattern on Chestnut Street shall be preserved.

Completion of Washingtonian Boulevard - The road shall be completed in accordance with the Neighborhood Three Plan, including the interchange at Sam Eig Highway.

McBain Avenue - The extension of McBain Avenue from Chestnut Street to Perry Parkway will provide direct access to Olde Towne from the planned ramp at Exit 10 of Interstate 270. It will serve as an alternate route to Maryland Route 355 (Frederick Avenue) and help to relieve some of the traffic congestion on that busy highway.

New north-south road off of Watkins Mill Road Extended, in Casey Tract, Neighborhood Five - This street will be designed as part of the future site plan for the development of the Casey Tract.

New road from southerly end of Professional Drive to Watkins Mill Road extended - A new stretch of Professional Drive is needed to connect the Professional Drive office complex with the future extension of Watkins Mill Road.

Grade separation at Metropolitan Grove Rd and CSX Railroad - A grade-separated crossing at this location would improve safety and provide access to future development on the Casey Tract.

Minor Collectors

New connector road from Lakelands to Maryland Route 28 - A new road is needed to connect the future Lakelands development with Maryland Route 28 (Darnestown Road). The new road will handle traffic generated by the new development in Lakelands and will help to avoid congestion on existing streets in the Kentlands and elsewhere in Neighborhood Four.

Local

New street from North Summit Avenue to Russell Avenue, located between and roughly parallel to East Diamond and Brookes Avenues - The new street will improve traffic circulation in Olde Towne and provide access to a future public parking structure. (Downtown Plan.)

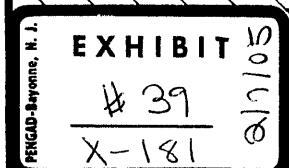
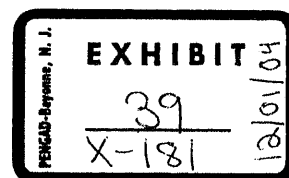
Game Preserve Road - The road as it now exists shall be preserved as a rustic road. The road should not be widened to increase its traffic capacity and the preservation of trees along the road should be a high priority.

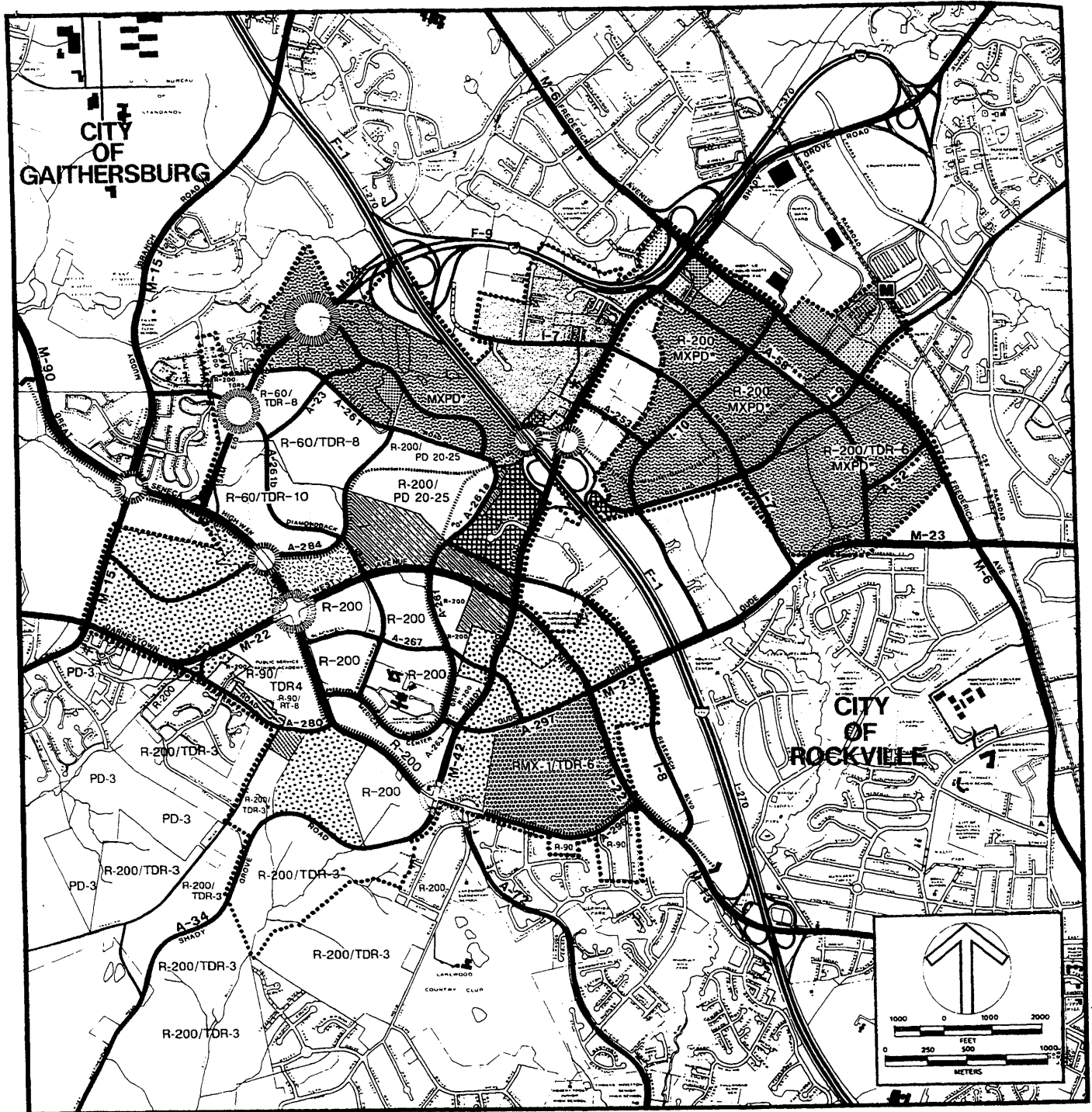
Gaithersburg Vicinity
Master Plan
Amendment
Stage III

SHADY GROVE STUDY AREA

Approved and Adopted
July 1990

Official Document
Prior To Printing of Approved and
Adopted Master Plan





ZONING AND HIGHWAY PLAN

R-200 One Family Detached
2 Dwelling units/acre

R-90 One Family Detached
3.6 Dwelling units/acre

R-60 One Family Detached
5 Dwelling units/acre

RT-8 Townhouse
8 Dwelling units/acre

TDR Residential Transferable
Development Rights
TDR densities are shown on map

PD Planned Development
PD densities are shown on map

R-20 Multi-Family Medium Density
21.7 Dwelling units/acre

R-10 Multi-Family High Density
43.5 Dwelling units/acre

RMX-1 Residential, Mixed Use
Development

TS-R Transit Station, Residential

TS-M Transit Station Mixed

MXPD Mixed-Use Planned
Development

OM Office Building,
Moderate Intensity

HM Hotel-Motel

GC General Commercial

C-3 Highway Commercial

C-2 Limited Commercial

LI Light Industrial

I-3 Industrial Park

R&D Research &
Development

*These properties are proposed as
mixed use neighborhoods (residential,
commercial and employment). See
Plan for details.

**The scale, character and alignment
of these roads will be determined as
part of the development process
(See text)

HIGHWAY CLASSIFICATIONS

FREEWAY

MAJOR HIGHWAY

**ARTERIAL/
INDUSTRIAL ROADS**

INTERCHANGE

TRANSIT INTERCHANGE

STUDY AREA BOUNDARY

Approved and Adopted
SHADY GROVE STUDY AREA PLAN
Montgomery County, Maryland

July 1990

GAITHERSBURG VICINITY MASTER PLAN AMENDMENT

Figure 6.4

7. TRANSPORTATION AND MOBILITY PLAN

The developing Shady Grove Study Area will become a workplace and residential community of significant size in the future. Mobility will be a critical factor in assuring the viability and vitality of the area to attract the high caliber of employment and residential development envisioned. Therefore, the mobility needs of area residents and workers must be anticipated and planned to provide a variety of facilities serving trips to and from the area, connecting to regional Metrorail and conveniently linking activities within the area. The Plan includes a system of highways, access roadways, transit routes, and bikeway/pathways to form an integrated network of access throughout the area. While this is a balanced approach, major emphasis is placed on exclusive transit rights-of-way through the area. These would limit congestion-related delays and make transit a travel mode of choice into and through the area. The land use plan has been designed around this particular transportation aspect to provide a high level of access to future stations from area development.

The purpose of the mobility plan is to identify the public facility improvements which will need to be implemented to provide for the future transportation needs of people in the area, assuming its end-state development. The need for these facilities, whether they be roadways, bikeways, or transitways, is highly dependent upon the rate and location of development, both in the Study Area and in surrounding areas.

The transportation system functions to serve both access for local traffic (to and from area development) and passage for through traffic moving between areas of the larger region. Most parts of the transportation system serve both of these functions. However, there is a general range of service differentiation which can be conceptualized, as shown in Table 7.1. Quite simply, freeways and Metrorail are intended to serve the movement of longer-distance through traffic while local neighborhood streets and neighborhood bus loops, bikeways, and walkways tend to only provide access to the residential and business areas through which they pass. Major highways, transitways, arterial highways, and transit roadways fall between these extremes, serving a combination of through movement and local access.

STREET AND HIGHWAY PLAN

The comprehensive system of roadways proposed to serve the Master Plan vicinity is shown in Figure 7.3.

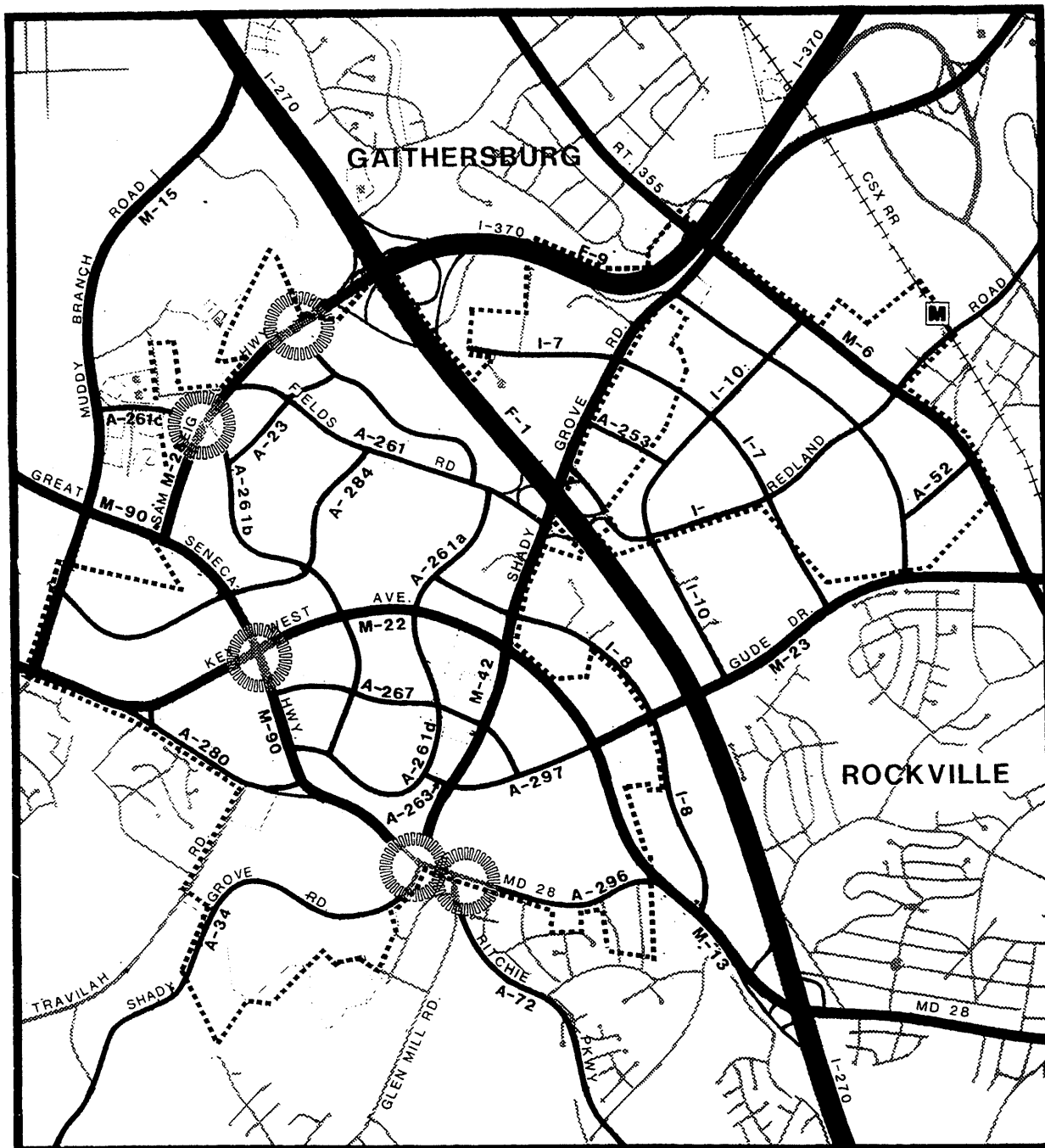
The highway plan consists of freeway, major highway, and arterial/industrial street classifications. The typical cross-sections for these classifications, as specified in the Master Plan of Highways, are shown in Figure 7.4. Additional roadways to primarily serve development access as it is planned in the future must be designed and laid out within the framework of the highway system. Guidelines for the future location of these primary (local) roadways as a part of the development process are included below.

The Highway Plan Map shows the ultimate highway system, just as the Land Use Plan describes the ultimate development pattern. All highway segments in the Study Area and vicinity are tabulated in Table 7.3, which specifies the maximum number of recommended lanes and the minimum required right-of-way width. Master Plan roadway alignments are used to preserve the right-of-way that will be needed for future construction of roadways. This preservation process ensures that space will be available when roadway construction is needed and that development is located and sited with appropriate relationship to the future roads. A developer of a large parcel of land has some flexibility as to the alignment as it traverses the parcel so long as any changes made affect only that parcel.





This Plan proposes several changes to the road network shown in the 1985 Gaithersburg Vicinity Master Plan. These changes include several new roadway extensions and additions, which are described in the Appendix, and intersection improvements described later in this chapter. The rights-of-way have also been expanded for the major highway and arterial categories and on specific roadways which have been identified to include separate transitways.

Major highways have been increased from a master planned right-of-way of 120 feet to 150 feet with an increase from 80 feet to 100 feet for arterials. These increases are recommended to permit adequate space for continuous turn lanes, additional buffer/landscape space, and medians, as well as the typical street, sidewalk, and bikepath requirements. Attainment of the full recommended right-of-way in developed areas may not be feasible in all locations or cases.

This Plan recommends that the right-of-way of an arterial road or major highway be widened at intersections with arterial and/or major highways. This increased width will provide space for an additional left-turn lane and a right-turn lane on the approach side of the intersection, as well as an adjustment area on the departure side. The amount of additional right-of-way on the approach side is 24 feet wide for 500 feet from the intersection



HIGHWAY PLAN

-  Freeway
-  Major Highway
-  Arterial Business Industrial Roads
-  Study Area Boundary



Future Interchange or
Grade Separation

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SHADY GROVE STUDY AREA PLAN
MONTGOMERY COUNTY, MARYLAND

JULY 1990

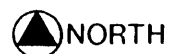


Fig. 7.3

Table 7.3 (cont'd.)

Roadway		Limits	Number of Travel Lanes	
			Maximum Recommended	Minimum ROW Width
<u>ARTERIAL/INDUSTRIAL HIGHWAYS</u>				
A-23	Louis Sullivan Dr.	Fields Rd. to Diamondback Dr.	4-lane	100'
A-34	Shady Grove Rd.	Great Seneca Hwy. to Piney Meetinghouse Rd.	4-lane	100'
A-52	Indianola Dr. Extended	Frederick Ave. (MD 355) to Pleasant Rd.	4-lane	100',****
A-58	Pleasant Rd. Extended	Shady Grove Road to Gude Dr.	2-4 lane	100',***
A-253	Choke Cherry Rd.	Piccard Rd. Extended to Shady Grove Rd.	4-lane	100'
A-261	Fields Rd.	Sam Eig Hwy. to Omega Dr.	6-lane	120'
A-261a	Omega Dr.	Key West Ave. to Fields Rd.	4-lane	100'/150',*
A-261b	Diamondback Dr./ Broschart Rd.	Sam Eig Hwy. to Medical Center Dr.	4-lane	100'/150',*
A-261c	Fields Rd. (Relocated)	Sam Eig Hwy. to Muddy Branch Rd.	4-lane	100'
A-261d	Medical Center Dr.	Great Seneca Hwy. to Key West Ave.	4-lane	100'/150',*
A-263	Medical Center Way	Medical Center Dr. to Shady Grove Rd.	4-lane	100'
A-267	Blackwell Rd.	Great Seneca Hwy. to Gude Dr.	4-lane	100'
A-280	Darnestown Rd. (Existing MD 28)	Key West Ave. to Great Seneca Hwy.	4-lane	100'
A-284	Decoverly Dr.	Muddy Branch Rd. to Fields Rd.	4-lane	100'/150',*
A-296	Darnestown Rd. (Existing MD 28)	Shady Grove Rd. to Key West Ave.	4-lane	150',*
A-297	Gude Dr.	Shady Grove Rd. to Key West Ave.	4-lane	150',**

Table 7.3 (Cont'd.)

Roadway	Limits	Number or Travel Lanes	
		Maximum Recommended	Minimum ROW Width
<u>ARTERIAL/INDUSTRIAL HIGHWAYS (Cont'd.)</u>			
I-7 Gaither Rd.	West of Shady Grove Rd. to Gude Dr.	4-lane	100'
I-8 Research Blvd.	Omega Dr. to Darnestown Rd. (MD 28)	4-lane	100'
I-9 Redland Rd.	Frederick Ave. (MD 355) to Piccard Rd.	4-lane (plus service roads)	150' **
I-10 Piccard Rd.	Frederick Ave. (MD 355) to Gude Dr.	4-lane	100'
<u>INTERCHANGES</u>			
Sam Eig Highway (M-28) and Fields Road (A-261)			
Sam Eig Highway (M-28) and Washingtonian Boulevard			
Key West Avenue (M-22) and Great Seneca Highway (M-90)			
Shady Grove Road (M-42) and Darnestown Road (A-296)/Ritchie Pky. (A-72)			

* Fifty feet of the right-of-way is intended for provision of an exclusive transitway; where dual width is specified the lower figure applies to non-transitway sections. On Medical Center Drive, the extent of R-O-W expansion if any, will be examined in relation to possible future amendment(s) to the development plan of the Life Sciences Center.

** See Urban Design cross-section example in Chapter 4.

*** This arterial roadway is not intended to function as an alternative to MD 355. Frederick Avenue, but to distribute local traffic movement through the neighborhood. The ultimate location of the road, the number of lanes and the R-O-W width will be determined as part of subdivision and site plan review.

**** The ultimate location of the road, the number of lanes and the R-O-W width will be determined as part of subdivision and site plan review.

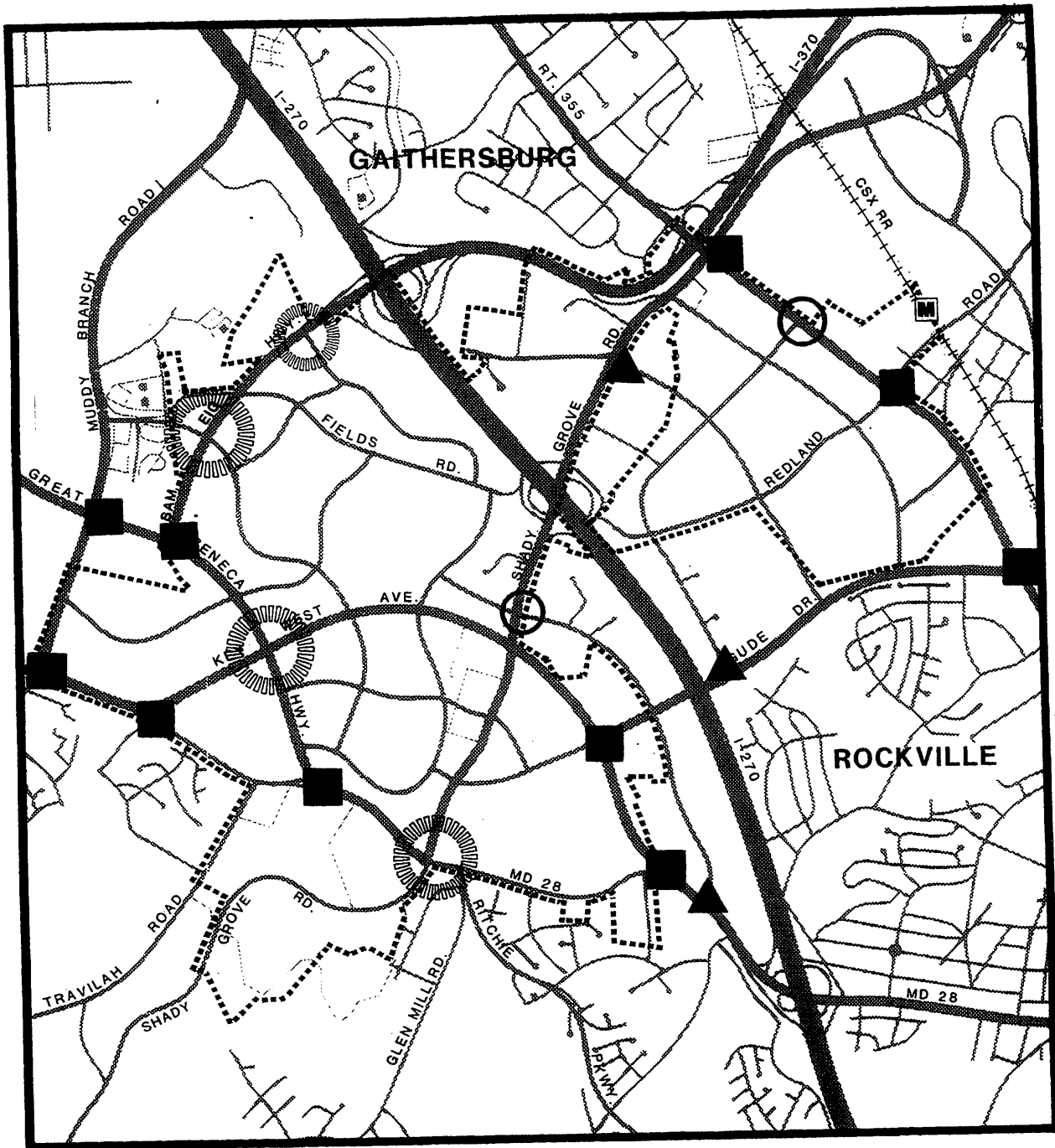
GRADE SEPARATIONS

An analysis of intersection conditions was prepared from the results of the areawide transportation analysis described in Appendix B. The result of the transportation analysis projects an areawide Level of Service (LOS) of D for the Gaithersburg East and West policy areas at buildout. The limitations of this analysis are discussed in the Appendix. However, the pattern of congestion resulting from the planned land use indicates that about eight of the intersections in the Study Area may operate at local levels of service (LOS) more congested than the standard of mid-LOS E used in Local Area Transportation Review. Figure 7.6 shows the most congested intersections, based on traffic projections resulting from the master planned land use and transportation network. A list of the intersections analyzed is provided in Table 7.4. At buildout, levels of congestion at some locations were projected to be significant enough to warrant treatment by grade separation, interchange design, or equivalent at-grade treatment. It should be noted that the intersections which are projected to exhibit the most congested conditions share a common feature: They are primarily located at the periphery of the Study Area. This peripheral congestion is due in large measure to regional through traffic using I-270 and major arterials such as MD 28, the Great Seneca Highway, and MD 355. The latter intersections within the study area are already operating at LOS F. See Appendix A for further discussion of these intersections.

The indication of future intersection congestion is a condition that will need to be monitored and reviewed several times over the course of the Master Plan build-out. Although the degree of accuracy for such long-range forecasting is limited, these estimates have been made because they are the best order-of-magnitude determination that can be made now of where problem areas are likely to occur or will continue to occur in the future.

Based upon the transportation analysis, a review was made of all major critical intersections to determine the feasibility and need for grade separation or equivalent at-grade treatment. The results of this review with regard to the designation of possible grade separations and those intersections not recommended for grade separation are discussed in Appendix A. The provision of grade separation removes and reduces the conflicts between opposing flows of traffic, resulting in improved operations through an intersection of roadways. However, such design treatments are expensive and take a considerably larger area of land than would otherwise be required at a typical at-grade intersection. Therefore, an advance determination of need must be made as part of the Master Plan process to preserve the needed interchange rights-of-way. Also, there may be at-grade treatments that would be equivalent in effect to grade separation, but may still require the same amount of land.

In general, the factors considered in reviewing and recommending potential grade separation are:



PATTERN OF PROJECTED INTERSECTION CONGESTION

○ Level of Service D

■ Level of Service F



Future
Intersection
Grade Separated

▲ Level of Service E

----- Study Area Boundary

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SHADY GROVE STUDY AREA PLAN
MONTGOMERY COUNTY, MARYLAND

JULY 1990



NORTH

Fig. 7.6

Table 7.4

Samples of Likely Congested Intersections
Assuming "End State" Roadway Network and Full Development Build-Out

<u>Samples of likely Congested Intersections</u>		<u>Intersection Level of Service</u>	
Roadway Approach Name		At Full Build-out	
N/S Approach	E/W Approach	Of Plan	Existing (1988)
Frederick Ave.MD 355	Shady Grove Rd.	F	F
Muddy Branch Rd.	Great Seneca Hwy.	F	N.A.
Great Seneca Hwy.	Key West Ave.	F without Interchange	B
Great Seneca Hwy.	Sam Eig Hwy.	E/F with Partial Grade Separation	-
Sam Eig Hwy.	Fields Rd. (Relocated)	E/F without Interchange	-
Frederick Ave.MD 355	Gude Dr.	F	F
Darnestown Rd. MD 28	Shady Grove Rd.	F without Interchange	C
Muddy Branch Rd.	Darnestown Rd. MD 28	F	E/F
Key West Ave.	Gude Dr.	F without Grade Separation	-
Research Blvd.	Darnestown Rd. MD 28	E	N.A.
Gaither Rd.	Shady Grove Rd.	E	B/C
Shady Grove Rd.	Key West Ave.	B	A
Piccard Dr.	Gude Dr.	A	N.A.
Research Blvd.	Shady Grove Rd.	C/D	E
Shady Grove Rd.	Gude Dr.	A/B	-
Frederick Ave.MD 355	Redland Rd.	F	F
Key West Ave.	MD 28 (& Thomas Farm)	F without Grade Separation	-
Key West Ave.	MD 28 (& Banks Farm)	F	D
Omega Dr.	Fields Rd.	B	-
Great Seneca Hwy.	Darnestown Rd. MD 28	F without Grade Separation	A
I-270 Off-ramp	Fields Rd.	B	C
Piccard Dr.*	Redland Rd.*	A	-
Gaither Rd.	Redland Rd.	A	A

* N/S = Redland Road to Metro/Piccard Drive to Gude Drive

* E/W = Redland Road to MD 355/Piccard Drive to Shady Grove Road

- projected operational problems,
- impact on nearby land use,
- impact on local access, and
- spacing between intersections.

Concerns regarding the impact on local access and spacing between intersections have strongly influenced the Plan's recommendations for grade separations along Great Seneca Highway. Great Seneca Highway is a key roadway in the area for both local and through traffic. It connects Germantown to Rockville (via Darnestown Road) parallel to I-270, through the planning area. Therefore, it carries traffic through the area as well as a significant amount of traffic into development in the area. It must serve both types of traffic and its intersections must provide for local access as well as accommodating significant through-flow. While grade separation/interchanges primarily reduce congestion for through traffic, they create limitations on local access (due to spacing requirements and land area taken up for ramp systems). Careful consideration was given to both the needs to reduce through-flow congestion and to preserving local, at-grade access in identifying potential grade separation locations and conceptual interchange design. While Great Seneca Highway may primarily be a throughway, it is not a freeway. Grade separations should be designed to balance both land use access and through traffic needs. The objective of this Plan is to reserve prudently sufficient rights-of-way to accommodate grade separations or equivalent at-grade solutions.

Based on an analysis of all the above factors, this Plan designated the following intersections for future grade separations or equivalent at-grade solutions:*

- o Fields Road and Sam Eig Highway;
- o Key West Avenue and Great Seneca Highway;
- o Great Seneca Highway and Muddy Branch Road (transit only);
- o Great Seneca Highway, Shady Grove Road, and Ritchie Parkway; and
- o Great Seneca Highway and Decoverly Drive (bridge only).

* See Appendix A for discussion of possible designs for these intersections, and a discussion of those intersections not recommended for grade separation.

Grade separations are not proposed for every intersection, which means some intersections are still anticipated to have future operational problems. This situation is not far outside the range of expectations for an area fully developed with the high level of quality transit service that is anticipated in Shady Grove.

This Plan recognizes that many events may occur in the future which could positively affect intersection levels of service.

These include:

1. **Development** - build-out may be less than maximum allowed by zone. Individual property owners may choose to not build the full density on their parcels, or local environmental conditions may require less intensity on the site. Thus, in the long-term, there may be less development locally as well as in the area beyond the Study Area which could result in less local intersection congestion.
2. **Regional Transportation Measures** - the impact of through traffic on local conditions could be mitigated by broader transportation measures taken by the County or region in the future. Such measures, for example, could make auto use less attractive or intercept higher proportions of through traffic at stations or Park-and-Ride facilities outside the planning area.
3. **Local Transportation Measures** - actions taken in the planning area pertaining to the implementation of facilities and programs will directly address the particular problems and needs that develop. Targeted intersection improvements, grade separations, and road widenings will directly impact local traffic circulation and locations of congestion. Consideration should also be given in the future to the creation of some form of Traffic Management Organization in the Study Area to assist the public sector in monitoring and managing traffic conditions.
4. **Transit Facilities** - the proposed transit system may well serve more riders than presently projected, and consequently automobile traffic would be less. The particular technology and character of service using the transit easement and the actual experience with its usage will play a key role in the ability of the overall transportation system to perform well. The actual amount and location of local congestion at the time of the future development will be affected by these implementation actions which are still to come. The Plan offers a wide range of possibilities in developing these services and facilities.

APPENDIX A

INTERSECTION ANALYSIS

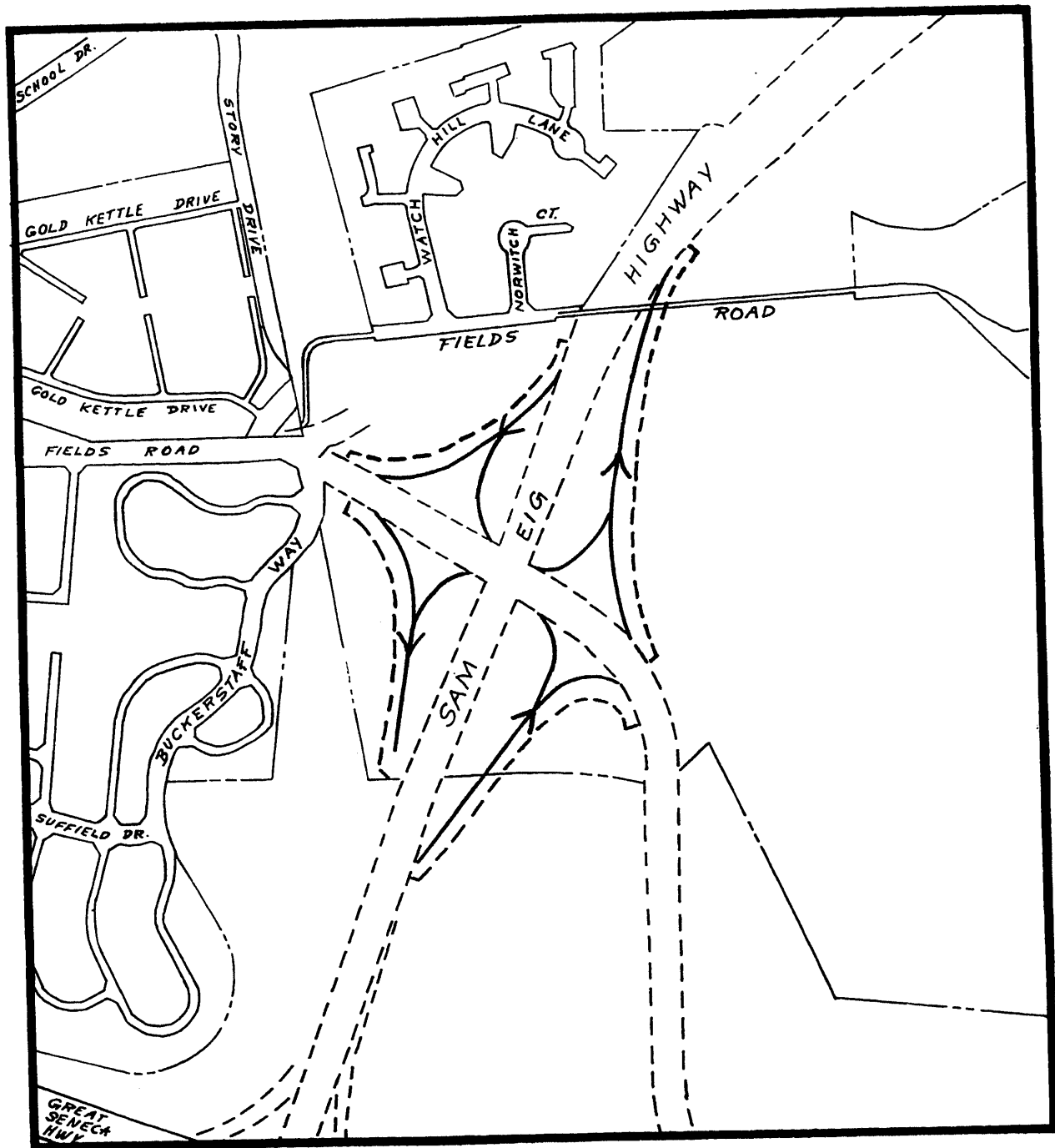
POSSIBLE GRADE SEPARATIONS

Following is a discussion of each intersection proposed to be grade-separated and a possible and feasible design. The schematic designs are illustrative only, since final design requires field study and survey. The design and proposed configuration may change as the result of this further study. Also, this study may indicate that equivalent at-grade solutions may work and are more appropriate. However, in all cases, the basic objective is to facilitate through movements.

a. Fields Road/Sam Eig Highway:

The potential grade separation of Fields Road would be at the southern intersection of Fields Road with Sam Eig Highway and should be done only in conjunction with the extension of Louis Sullivan Drive. The proximity of developed subdivisions and local streets north of Sam Eig Highway severely restricts the space for interchange design at this location. Therefore, the most feasible design option appears to be an urban diamond interchange with Fields Road passing over Sam Eig Highway and ramp connections on all four quadrants from Sam Eig Highway to Fields Road. This would permit free flow on Sam Eig Highway. The northern intersection of Fields Road may have to be closed to permit adequate space for this design. The extension of Louis Sullivan Drive would, in essence, connect the terminus of this section of Fields Road directly to the interchange. This design treatment will significantly improve traffic flow on Sam Eig Highway by removing at-grade intersections without serious detriment to local access. (See Figure A.1.)

Future consideration of implementation of this proposed grade separation must include or be preceded by a traffic analysis to determine the desirable interchange design characteristics and impacts on local, through, and area-wide traffic, if any. This analysis would take into account projected traffic from committed and approved development, and development allocated by Stage III of the 1985 Gaithersburg Vicinity Master Plan, and related scheduled public or private transportation improvements. The interchange improvement should only be implemented to the extent that it provides a net positive benefit to the transportation system. However, reasonable and diligent efforts



SCHEMATIC GRADE SEPARATION PROPOSAL: SAM EIG HIGHWAY & FIELDS ROAD

**ILLUSTRATIVE ONLY: FURTHER STUDY MAY MODIFY
FINAL DESIGN SUBSTANTIALLY**

APPROVED AND ADOPTED
SHADY GROVE STUDY AREA PLAN
MONTGOMERY COUNTY, MARYLAND JULY 1990



Fig. A.1

should be made to minimize specific circulation or access impacts on any nearby individual development or developer.

b. **Key West Avenue/Great Seneca Highway:**

The ability to provide a grade separation with an interchange configuration at Key West Avenue and Great Seneca Highway is limited by existing and proposed development east of Great Seneca and due to the proximity of Decoverly Drive. Since this is a key intersection for both automobile traffic and transit, grade separation is recommended. This would remove conflicts between opposing through traffic and permit turn movements via connecting ramps. (See Figure A.2.)

c. **Great Seneca Highway/Muddy Branch Road:**

This intersection is highly constrained by adjacent development in the city of Gaithersburg. However, to facilitate the transitway, the Plan recommends this location as a grade separation for transit only. This is proposed to consist of the transitway passing over or under the intersection within the right-of-way of the roadway.

d. **Great Seneca Highway/Shady Grove Road and Ritchie Parkway:**

Consistent with the recommended changes in the alignment of Great Seneca Highway and Darnestown Road through this area, grade separation is recommended at Shady Grove Road and Ritchie Parkway. The design of the interchange of these roadways is to accommodate movement between Great Seneca Highway and both Ritchie Parkway and Darnestown Road. This configuration must also include space for the transitway along Darnestown Road. (See Figure A.3.)

Quince Orchard Cluster

Montgomery County Public Schools
850 Hungerford Drive

Map Compiled by MCPS Department of Planning and Capital Programming Sep 27, 2004
Map base provided by Montgomery County DTS Geographic Information System Division

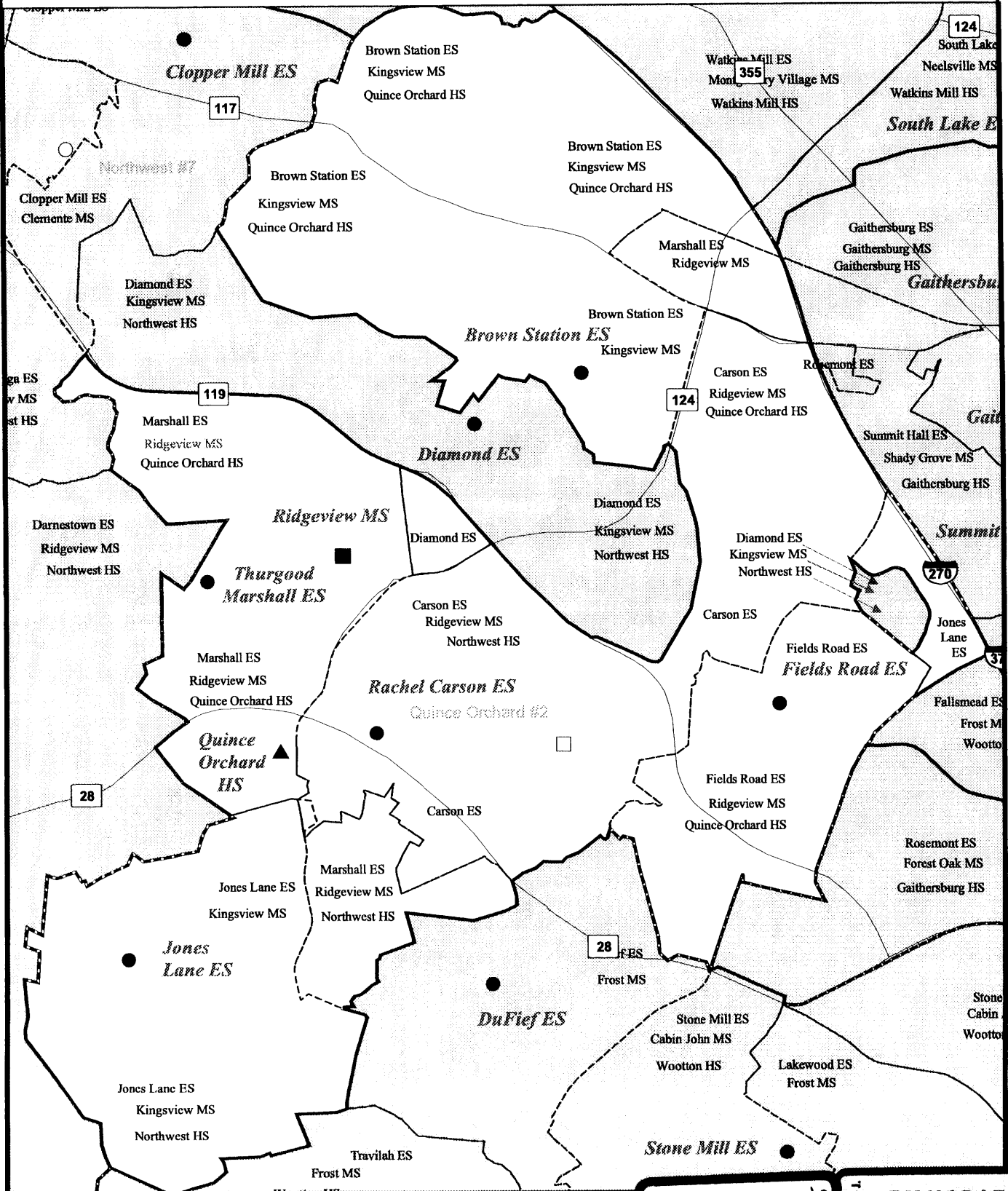


Closed New Current
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Grades K-2
 Grades 3-6 or 3-5
 Grades K-5
 Middle Schools
 High Schools

Cluster Service Areas
 ES Service Areas
 Major Roads

Vicinity Map



PERCAD-Bayonne, N. J. 40 X-181	EXHIBIT	PERCAD-Bayonne, N. J. 40 X-181
	2010/05	
	12/01/04	

CLUSTER PLANNING ISSUES

Capital Project: Restroom renovations are planned for schools in this cluster that were constructed or modernized before 1985 and do not have planning or construction funds approved in the FY 2005–2010 CIP. Schools that are receiving an addition project will have the improvements completed at the same time. Please see Appendix W for the list of schools that are approved to receive restroom renovations.

Planning Issue: As a result of enrollment growth in the county, many high schools are stretched beyond their capacities and have enrollments that exceed 2,000 students. Projected enrollment growth will only exacerbate this problem. Many high schools, especially in the central part of the county, do not have adequate site sizes or core facilities to accommodate the projected enrollment. A new high school will be needed in the next ten years to relieve overcrowding in high schools and to bring the student enrollment at these schools below the school capacity. A site selection committee will be formed to explore sites for a new high school.

Planning Issue: A program initiative to provide full-day kindergarten and reduced class-sizes in Grades K–2 was introduced in the 2000–2001 school year in schools with the largest number of students affected by poverty and language deficiency. Brown Station Elementary School receives staffing to reduce class sizes for Grades K–2. Relocatable classrooms are being used to accommodate these initiatives where necessary.

SCHOOLS

Kingsview Middle School

Utilization: Relocatable classrooms will continue to be used until Quince Orchard Middle School #2 opens in August 2005.

Non-Capital Action: A boundary study was conducted in spring 2004 to evaluate boundary options for Quince Orchard Middle School #2. Elementary schools that currently articulate to Kingsview Middle School and Ridgeview Middle School participated on the boundary advisory committee. The superintendent's recommendation was released on October 15, 2004, with Board of Education action scheduled for November 2004.

Quince Orchard Middle School #2

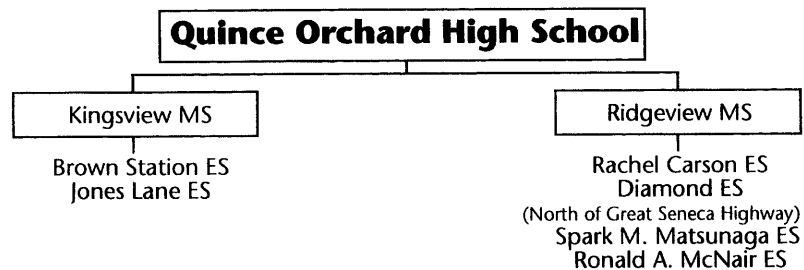
Capital Project: A site for the new school was acquired in the Lakelands community. The school is approved to open in August 2005. FY 2005 furniture and equipment funds were approved to complete the new school. A repeat design was used.

Non-Capital Action: A boundary study was conducted in spring 2004 to evaluate boundary options for Quince Orchard Middle School #2. Elementary schools that currently articulate to Kingsview Middle School and Ridgeview Middle School participated on the boundary advisory committee. The superintendent's recommendation was released on October 15, 2004, with Board of Education action scheduled for November 2004.

Ridgeview Middle School

Capital Project: Improvements to this facility are needed to enclose classrooms, create appropriate hallways, add ceilings, lighting, and to reconfigure the mechanical system. FY 2008 planning funds are approved to begin the architectural design for the improvements. The scheduled completion date for the project is August 2010.

Quince Orchard Cluster Articulation*

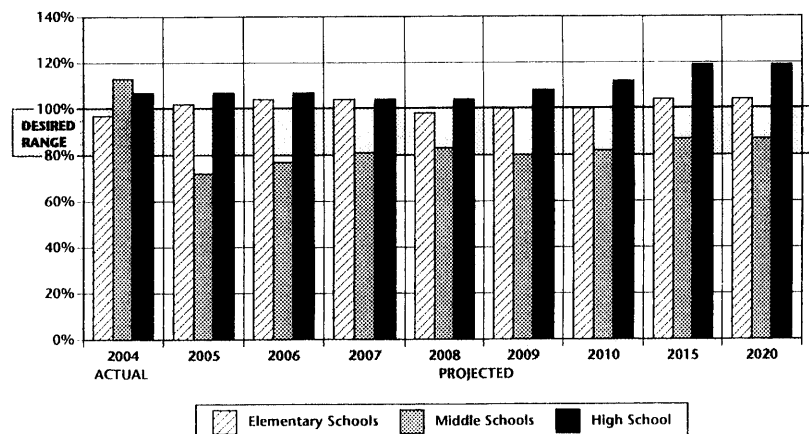


*"Cluster" is defined as the collection of elementary schools that articulate to the same high school.

*Diamond (north of Great Seneca Highway) and Ronald A. McNair elementary schools articulate to Kingsview Middle School, but thereafter to Northwest High School.

*Darnestown Elementary School articulates to Ridgeview Middle School, but thereafter articulates to Northwest High School.

Quince Orchard Cluster School Utilizations with Recommended CIP



Note: Percent utilization calculated as total enrollment of schools divided by total capacity. Projected capacity factors in adopted capital projects and recommended amendments.

Non-Capital Action: A boundary study was conducted in spring 2004 to evaluate boundary options for Quince Orchard Middle School #2. Elementary schools that currently articulate to Kingsview Middle School and Ridgeview Middle School participated on the boundary advisory committee. The superintendent's recommendation was released on October 15, 2004, with Board of Education action scheduled for November 2004.

Fields Road Elementary School

Utilization: Projections indicate that Fields Road Elementary School enrollment will exceed capacity throughout the six-year CIP period. Continue to use relocatable classrooms until a nine-classroom addition is constructed.

Capital Project: A nine-classroom addition is planned for Fields Road Elementary School to accommodate its projected enrollment. FY 2006 planning funds are approved to begin the architectural design for the addition. The scheduled completion date for the addition is August 2008. In order for this addition to be completed on schedule, two critical funding sources must remain as programmed. First, the County Council must provide local funding at the levels approved in the FY 2005–2010 CIP, and second the State of Maryland must provide state funding at levels projected by the County Council for the FY 2005–2010 CIP.

Thurgood Marshall Elementary School

Capital Project: FY 2006 planning funds are approved for a gymnasium. The scheduled completion date for this gymnasium is August 2007. In order for this gymnasium to be completed on schedule, the County Council must provide local funding at the levels approved in the FY 2005–2010 CIP.

CAPITAL PROJECTS

School	Project	Status	Date of Completion
Q. Orchard MS #2	New school	Approved	Aug. 2005
Ridgeview MS	Facility improvements	Approved	Aug. 2010
Fields Road ES	9-Classroom addition	Approved	Aug. 2008
Thurgood Marshall ES	Gymnasium	Approved	Aug. 2007

QUINCE ORCHARD CLUSTER

Projected Enrollment and Space Availability

Effects of the Recommended Amendments to the FY 2005–2010 CIP and Non-CIP Actions on Space Available

Schools		Actual	Projections							
		04-05	05-06	06-07	07-08	08-09	09-10	10-11	2015	2020
Quince Orchard HS	Program Capacity	1,799	1,782	1,765	1,765	1,765	1,765	1,765	1,765	1,765
	Enrollment	1,931	1,915	1,886	1,842	1,832	1,905	1,970	2,100	2,100
	Available Space	(132)	(133)	(121)	(77)	(67)	(140)	(205)	(335)	(335)
	Comments		+1 Extensions	+1 Extensions						
Kingsview MS	Program Capacity	1,012	1,022	1,022	1,022	1,022	1,022	1,022	1,022	1,022
	Enrollment	1,255	897	785	858	898	901	900	950	950
	Available Space	(242)	125	237	164	124	121	122	72	72
	Comments	Boundary Recommend.	-1 LAD							
Quince Orchard #2 MS	Program Capacity	0	1,123	1,106	1,106	1,106	1,106	1,106	1,106	1,106
	Enrollment	0	542	818	874	894	894	894	950	950
	Available Space	0	581	288	232	212	212	212	156	156
	Comments	Boundary Recommend.	Opens +1 Extensions +2 LAD, +2 SCB	+1 Extensions						
Ridgeview MS	Program Capacity	1,005	1,048	1,048	1,048	1,048	1,048	1,048	1,048	1,048
	Enrollment	1,031	856	843	867	851	769	815	850	850
	Available Space	(26)	192	205	181	197	279	233	198	198
	Comments	Boundary Recommend.	-2 SCB -1 LAD		Planning for Improvements			Facility Improvements Complete		
Brown Station ES	Program Capacity	485	485	485	485	485	485	485		
	Enrollment	396	371	364	374	380	397	406		
	Available Space	89	114	121	111	105	88	79		
	Comments									
Rachel Carson ES	Program Capacity	712	712	712	712	712	712	712		
	Enrollment	705	759	767	787	810	812	801		
	Available Space	7	(47)	(55)	(75)	(98)	(100)	(89)		
	Comments	+FDK								
Fields Road ES	Program Capacity	358	358	358	358	583	583	583		
	Enrollment	496	527	533	533	545	562	566		
	Available Space	(138)	(169)	(175)	(175)	38	21	17		
	Comments	+FDK	Planning for Add.			+9 Room Addition				
Jones Lane ES	Program Capacity	577	577	527	527	527	527	527		
	Enrollment	510	514	519	507	509	515	524		
	Available Space	67	63	8	20	18	12	3		
	Comments			+FDK						
Thurgood Marshall ES	Program Capacity	593	536	536	536	536	536	536		
	Enrollment	545	563	549	521	534	547	550		
	Available Space	48	(27)	(13)	15	2	(11)	(14)		
	Comments	+1 PEP	+FDK +1 PEP		+Gym					
Cluster Information	HS Utilization	107%	107%	107%	104%	104%	108%	112%	119%	119%
	HS Enrollment	1,931	1,915	1,886	1,842	1,832	1,905	1,970	2,100	2,100
	MS Utilization	113%	72%	77%	81%	83%	80%	82%	87%	87%
	MS Enrollment	2,286	2,288	2,440	2,587	2,631	2,552	2,597	2,750	2,750
	ES Utilization	97%	102%	104%	104%	98%	100%	100%	104%	104%
	ES Enrollment	2,652	2,734	2,732	2,722	2,778	2,833	2,847	2,950	2,950

QUINCE ORCHARD CLUSTER

Demographic Characteristics of Schools

Schools	2004-2005						2003-2004*		
	Total Enrollment	African American %	American Indian %	Asian American %	Hispanic %	White %	FARMS %	ESOL** %	Mobility Rate*** %
Quince Orchard HS	1,931	17.7%	0.4%	15.4%	14.8%	51.7%	9.3%	6.3%	13.6%
Kingsview MS	1,255	22.0%	0.2%	20.2%	12.3%	45.3%	15.9%	4.5%	12.5%
Ridgeview MS	1,031	14.0%	0.2%	14.4%	15.5%	56.0%	17.2%	4.6%	14.4%
Brown Station ES	396	38.9%	0.0%	12.9%	27.8%	20.5%	37.9%	13.3%	27.4%
Rachel Carson ES	705	9.1%	0.1%	12.8%	15.2%	62.8%	14.5%	10.7%	16.2%
Fields Road ES	496	17.5%	0.2%	20.8%	20.0%	41.5%	23.1%	10.1%	17.8%
Jones Lane ES	510	10.2%	0.0%	12.4%	17.6%	59.8%	13.2%	6.4%	10.1%
Thurgood Marshall ES	545	17.6%	0.4%	20.2%	12.1%	49.7%	16.4%	4.5%	20.8%
Elementary Cluster Total	2,652	17.1%	0.2%	15.7%	17.8%	49.2%	19.8%	8.8%	18.5%
Elementary County Total	62,868	22.6%	0.3%	14.8%	21.3%	41.0%	28.5%	10.8%	17.2%

*Percent of students approved for Free and Reduced-priced Meals Program (FARMS) and

Percent of English for Speakers of Other Languages (ESOL) data was not complete for the 2004-2005 school year at the time of publication.

**High School ESOL students are served at regional ESOL centers.

***Mobility Rate is the number of entries plus withdrawals during the 2003-2004 school year compared to total enrollment.

Program Capacity and Room Use Table
(School Year 2004-2005)

Program Capacity and Room Use Table (School Year 2004–2005)															SPECIAL EDUCATION PROGRAMS																										
Schools	Grades Served	Capacity (Sec. @90%)	Total Rooms	Reg. Sec. @25	Reg. Elem. @25	Support Rooms	Class-Size Red Init.—Grades K-2	Pre-K @20	Pre-K @40	HS @20	KINDA @22	KINDH @44	ESOL @15	METS @15	School Based	Cluster Based	Quad Cluster Based	County & Regional Based																							
															SEC LAD @15	ELEM LAD @13	ELC @10	LANG @12	LFI @10	SCS @5	ACC @7	AUT @6	BRIDGE @10	DROH @7	EC @10	ED @10	EXTENSIONS @5	LDIGT @13	MR @6	PD @7	PEP @18	SLC @10	VISION (Elementary) @7	VISION (Secondary) @6	ADMINISTRATIVE USERS						
Quince Orchard HS	9–12	1,799	88	73									4	4	4																										
Kingsview MS	6–8	1,012	47	42									1	4	4																										
Ridgeview MS	6–8	1,005	49	41									1	3	3																										
Brown Station ES	HS–5	485	26		13	5	Y		1	1	4																														
Rachel Carson ES	HS–5	712	35		20	4	N		1		6						4																								
Fields Road ES	HS–5	358	20		10	5	N	1			4																														
Jones Lane ES	K–5	577	27		18	4	N					2			3																										
Thurgood Marshall ES	K–5	593	28		17	4	N					2																		2					3						

QUINCE ORCHARD CLUSTER

Facility Characteristics of Schools 2004–2005

Schools	Year Opened	Year Ren./ Mod.	Total Square Feet	Site Size Acres	Park Adjacent	FACT Assess. Score	Child Care				Reloc. Class. 2004–05	Link. To Learn. Prgrms.	Elem. Gym
							Joint Use	Shared Space	County Owned	Private Mod.			
Quince Orchard HS	1988		284,912	30.1							4		
Kingsview MS	1997		140,398	18.5							14		
Ridgeview MS	2004		148,065	23.2		TBD		Yes			3		Yes
Brown Station ES	1969		58,338	9		1516		Yes					Yes
Rachel Carson ES	1990		78,547	12.4			Yes	Yes			3		Yes
Fields Road ES	1973		47,140	10		TBD	Yes	Yes			9		Yes
Jones Lane ES	1987		60,679	12.1			Yes	Yes			1		Yes
Thurgood Marshall ES	1993		73,059	12					Yes		1		

Note: PK denotes that a park is adjacent to the school.



PLANNING AND CODE ADMINISTRATION



City of Gaithersburg • 31 South Summit Avenue • Gaithersburg, Maryland 20877 • Telephone: 301-258-6330 • Fax: 301-258-6336
plancode@ci.gaithersburg.md.us • www.ci.gaithersburg.md.us

NATURAL RESOURCE INVENTORY and FOREST STAND DELINEATION

Application Number P1-V040040
Date Received 12-1-2004
Amount of Fee \$165.90
Date Fee Received 12-1-2004

**In accordance with Chapter 22 of the City Code
and the Environmental Standards for Development Regulation (Regulation No. 01-01)**

1. **PROJECT NAME** Crown Farm
☐ Commercial ☐ Industrial ☒ Residential ☐ Other
 If residential, Number of Units and Type 80 Townhouse Units
Northwest and southwest quadrant of the intersection of
Sam Eig Highway and Diamondback Drive
2. **PROPERTY LOCATION** Sam Eig Highway and Diamondback Drive
 a. Parcel Number P458/P619 Property Tax ID 02952026/02952015 Zone RP-T*
 b. Maryland Subwatershed #: ☒ Muddy Branch ☐ Great Seneca ☐ Other _____
 # 02140202 # 0214208 # _____
 c. Tributary: ☒ Muddy Branch ☐ Long Draught Branch ☐ Whetstone Run ☐ Other _____
3. **APPLICANT NAME** North Gaithersburg Investment LLC
 Address 2401 Research Blvd., #202, Rockville, MD Telephone (301) 252-3170
20850
4. **OWNER NAME** Lorraine Crown, Charles O. Crown, Catherine V. Stinson
 Address 9410 Fields Road, Gaithersburg, MD 20878 Telephone _____
5. **SITE INFORMATION**
 a. Total tract area 13.18 acres or _____ sq. feet
 b. Existing forested area 0 acres or _____ sq. feet
 c. Wetland area 0 acres or _____ sq. feet
 d. Area within the stream valley buffer 0 acres or _____ sq. feet
 e. Presence of cultural, heritage or historic resources (identify) n/a
 f. Presence of threatened, rare and endangered species, species in need of conservation or watchlist species (identify) N/A
 g. Other important environmental information N/A

I have read and complied with the submission requirements (reverse side) and affirm that all statements contained herein are true and correct.

Applicant's Signature

Date _____

continued on reverse side

12/2003

*Requested zone upon annexation.

November 30, 2004

City of Gaithersburg
Office of the City Manager
31 South Summit Avenue
Gaithersburg, Maryland 20877-2098

Attention: Erica A. Shingara

Re: Crown Farm
NRI/FSD
PHRA Project No. 13230-1-0



VIRGINIA OFFICES:

Chantilly
Bridgewater
Leesburg
Virginia Beach
Woodbridge

LABORATORY:

Chantilly

MARYLAND OFFICES:

Columbia
Frederick
Germantown
Hollywood

WEST VIRGINIA
OFFICE:

Martinsburg

Dear Ms. Shingara:

We have attached two (2) paper copies of the NRI/FSD. We have addressed your comments given in a letter dated November 18, 2004. Our responses are as follows:

1. Types and condition of trees in the hedgerow along the western property line adjacent to the dog park have been identified. We have suggested that the understory be cleared of vines and greenbriar to improve the health of the mature deciduous and evergreen trees.
2. Labels have been added to the plan.
3. Labels have been added to the plan.
4. The plan has been signed and sealed by a registered landscape architect.
5. The noise study has been completed and the contours and equipment locations have been added to the plan.
6. A letter has been sent to Mr. Paul Peditto with DNR (see attached) requesting information concerning any endangered species located on the site. We will follow-up with any information he is able to provide.
7. We have made the utility information more legible and have added labels for some meters and transformers located on the dog park.

Please contact us with any questions on the plan revisions. Thank you.

Sincerely yours,

Patton Harris Rust & Associates, pc

A handwritten signature in black ink, appearing to read 'Nat Ballard'.

Nat Ballard
Planner

P:\Project\13230\1-0\Admin\Correspondence\I-shingara113004.doc

T 301.528.4300

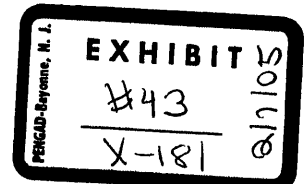
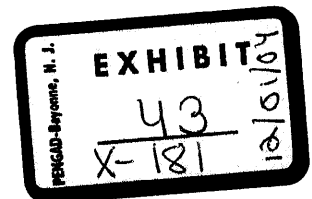
F 301.528.0419

12850 Middlebrook Rd

Suite 200

Germantown, MD

20876



November 29, 2004

Mr. Paul Peditto
Director
Wildlife and Heritage Division
Maryland Department of Natural Resources
580 Taylor Avenue, Floor E1
Tawes State Office Building
Annapolis, MD 21401

**Re: Crown Farm
Parcels A and B**

Dear Mr. Peditto:



VIRGINIA OFFICES:

Chantilly
Bridgewater
Leesburg
Virginia Beach
Woodbridge

LABORATORY:

Chantilly

MARYLAND OFFICES:

Columbia
Frederick
Germantown
Hollywood

**WEST VIRGINIA
OFFICE:**

Martinsburg

The above referenced project is currently planned for development. As part of the submission package to the City of Gaithersburg, we have prepared and submitted a Natural Resources Inventory/Forest Stand Delineation. We have received comments from the city regarding our submission. They have asked us to contact you regarding potential for rare, threatened, and endangered species. We would appreciate a quick response regarding any rare, threatened or endangered plants or animals and any critical habitats located on these parcels. If there is a better way for us to retrieve this information in the future (i.e fax, email), please advise us.

Enclosed is a vicinity map of the location and a copy of the plan submitted to the City of Gaithersburg for your use. Please notify us if we can provide any further information or if we can be of any assistance in expediting your records search.

Respectfully Submitted,
PATTON HARRIS RUST & ASSOCIATES
A Professional Corporation

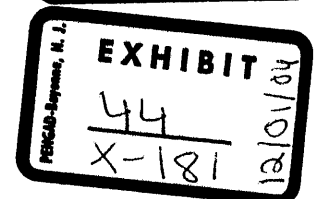
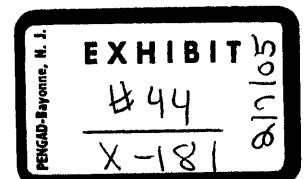
Nat Ballard
Planner

Encl.

Cc: City of Gaithersburg
file

P:\project\13230\1-0\I.-Pedito-112904.doc

T 410.997.8900
F 410.997.9282
8818 Centre Park Dr.
Suite 200
Columbia, MD
21045



Trudy Schwarz - CROWN POINT ANNEX

From: "Karen Mcelyea" <whitestone45@earthlink.net>
To: <plancode@gaithersburgmd.gov>
Date: 12/05/2004 5:48 AM
Subject: CROWN POINT ANNEX

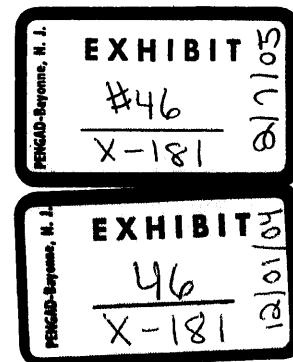
If you are not right Office, please forward this E-mail. I plan to personally work to make sure that all persons included in embracing this proposal are not in Office in the next election. This is a bad idea, and is not in the interest of the Gaithersburg residents. As usual money will win out, but not without a price!!!

There is no room for more traffice and the schools are overcrowded. I can be very vocal, and if this passes then I expect to let everyone know that will listen about the type of people we have in Office. You may want to reconsider and instead suggest Single Family Housing which will help your coffers and the CRIME rate more than MORE townhouses. Let's upgrade rather than downgrade. We are not so isolated from your famlies that in 10 years this area will be a inner city ghetto because of the type of housing you allow, which will impact YOUR families.

You need to rethink this one!!

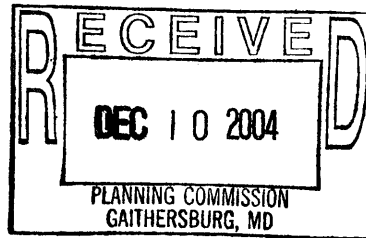
Thanks

--- Jim and Karen Mcelyea
--- Whitestone45@earthlink.net
Keep in Touch, it makes life more fun!!



LINOWES
AND BLOCHER LLP
ATTORNEYS AT LAW

December 10, 2004



Barbara A. Sears
301.961.5157
bsears@linowes-law.com

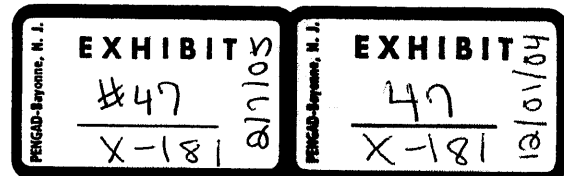
Mr. John Bauer, Chairman,
and Members of the
Gaithersburg Planning Commission
31 South Summit Avenue
Gaithersburg, MD 20877

Re: Annexation Application X-181 - Applicant's Record Submissions

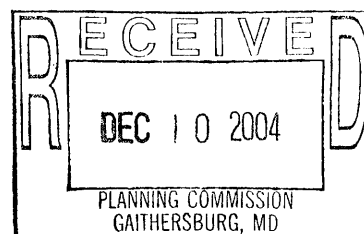
Dear Chairman Bauer and Commissioners:

Pursuant to your requests at the December 1, 2004 public hearing on Annexation Application X-181, we are writing to share with you, and to have included in the Planning Commission's record, the below-listed information and exhibits. These include:

1. Revised Concept/Preliminary Plan, prepared by Patton, Harris, Rust & Associates (Attachment "A");
2. Land Use Analysis prepared by Patricia Monday of Patton, Harris, Rust & Associates (Attachment "B"). The Resume of Ms. Monday is attached as Attachment "C".
3. Surrounding Area Density Comparison Aerial Photograph and Summary Chart, prepared by Patton, Harris, Rust & Associates (Attachments "D" and "E", respectively).
4. Pedestrian Circulation Plan and Site and Surrounding Area Photographs, taken on December 3, 2004 by Patton, Harris, Rust & Associates (Attachment "F");
5. Illustrative Elevations consisting of two large photo boards and one large rendered elevation plan (one record copy only is submitted which is included in Mr. Ossont's copy of the record submission) (Attachment "G");
6. Site Earthwork Estimates, prepared by Patton, Harris, Rust & Associates (Attachment "H");



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7. Statement addressing compliance of the proposed annexation and development with the 2003 City of Gaithersburg Master Plan;
8. Traffic Impact Analysis, prepared by The Traffic Group (Attachment "I");
9. Accident Data Analysis for the Sam Eig Highway and Diamondback Drive Intersection, prepared by The Traffic Group (Attachment "J");
10. Analysis by The Traffic Group of the 1990 Shady Grove Study Area Master Plan illustrative diagram of a possible separated grade interchange at Sam Eig Highway and Diamondback Drive (Attachment "K");
11. Traffic Noise Analysis, prepared by Phoenix Noise & Vibration LLC, dated December 9, 2004 (Attachment "L");
12. Statement addressing student generation for the proposed project and school cluster capacity. A copy of the Annual Growth Policy and relevant excerpts from the Montgomery County Public Schools FY 2005-2010 Capital Improvement Program for the Quince Orchard Cluster are attached as Attachments "M" and "N", respectively.

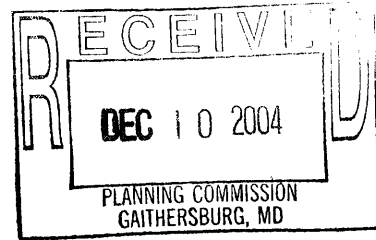
A more detailed description of the materials and attachments listed above follows.

1. *Revised Concept/Preliminary Plan (Attachment "A")*

The revised Concept/Preliminary Plan shows the Revised Concept Plan that was submitted to Staff shortly before the Hearing and presented to the Planning Commission at the Public Hearing. This Plan has now been fully updated to include the following engineering drawings:

- Revised Concept/Preliminary Plan, Sheets 1-4. These sheets update the Plan, including the data table and demonstrate that the green space and common open space provided in each of the parcels comprising the larger property individually comply with the RP-T Zone development standards.
- Revised Conceptual Landscape Plan, Sheets 1 and 2.
- Revised Preliminary Forest Conservation Plan, Sheets 1 and 2.

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2. *Land Use Analysis*

At the Public Hearing, the Applicant was requested to provide a land planning analysis in support of the density levels and unit type proposed by the project. In response to these inquiries, Patricia Monday of Patton, Harris, Rust & Associates has prepared a land use analysis. See Attachment "B".

This analysis demonstrates that single-family attached residential development is best suited for the site due to the size and location of the property, including its frontage on a major highway. Further, the analysis explains how site design was used to maximize the project's compatibility with the surrounding area.

3. *Surrounding Area Density Comparison Aerial Photograph and Summary Chart*
(Attachments "D" and "E")

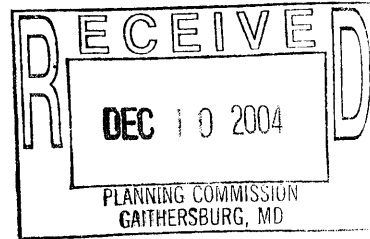
In further support of the suitability of the project at the density and unit type proposed, the Applicant is providing a comparison of the type, density, average lot size and average unit footprint of the proposed project to the other development in the surrounding area.

This comparison shows that the proposed project is compatible with the surrounding communities. The Shady Grove Village and Warther townhouse communities are developed at densities of over 9 units per acre, and average lot sizes of 2,000 square feet or less. The proposed Crown Farm project will be developed at 6.07 units per acre and average lot sizes will be 2,360 square feet. In addition, the proposed average unit footprint will be 1,035 square feet, as opposed to less than 700 square feet for both of these surrounding townhouse communities. Indeed, the figures for the proposed project are more closely aligned to the 5-unit-per-acre density and 1,450 average unit footprint numbers in the single-family detached Washington Village community and demonstrate the transitional nature of the proposed development.

Further, it is important to note that no residential units in the Washington Village community front onto Crown Farm Road. Instead, these units are all oriented to face either Watch Hill Lane, Norwich Court, or internal drives.

4. *Pedestrian Circulation Plan and Site and Surrounding Area Photographs*
(Attachment "F")

The Applicant is providing pictures of how the site and the surrounding area appear from a variety of viewpoints. Taken as a whole, the plan and photographs illustrate (a) the pedestrian



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safety features that exist around the site, including sidewalks, crosswalks and signals; (b) how the site is screened from adjoining communities; (c) how the proposed project serves as an appropriate transitional use from a major highway and more intense development; and (d) the existing architecture and scale of the surrounding communities.

5. *Illustrative Elevations (Attachment "G")*

The Applicant is providing illustrative elevations of the architecture anticipated for the project. At this time, subject to market conditions, the Applicant projects that the sale price of the townhouses will be in the \$700,000-\$799,999 range.

6. *Site Earthwork Estimate (Attachment "H")*

In response to the issue raised by the Commissioners, the Applicant is providing calculations of the approximate earthwork that will be needed for the construction of the project. The proposed earthwork will comply with all applicable geo-technical standards and requirements.

7. *Statement Addressing how the Proposed Crown Farm Project is Consistent with the 2003 City of Gaithersburg Master Plan*

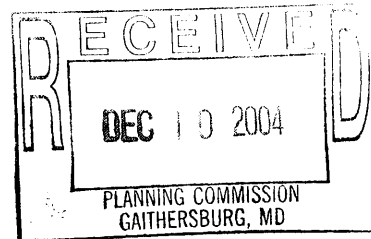
The 2003 Master Plan

The Mayor and City Council adopted the current Land Use Element of the Master Plan on December 15, 2003. The 2003 Master Plan represented a departure from the City's previous "neighborhood planning" approach. The introduction to the 2003 Master Plan explains that the neighborhood concept will cease upon adoption of the 2003 Master Plan. Instead, the 2003 Master Plan uses a theme-based approach in order to "balance on a citywide basis the competing issues and interests which affect future growth." Rather than using a neighborhood-by-neighborhood approach, the City wanted to view itself as a whole and look at how various elements "interact and affect one another."

Using this theme-based approach, the proposed Crown Farm project meets several of the 2003 Master Plan themes:

IDENTITY: The first theme of the 2003 Master Plan is "Identity." Objective A of this theme is to "Improve Appearance of City Boundaries to Emphasize the Sense of Place." Action 4 calls for the City to evaluate potential annexations.

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How the Crown Farm Project meets this objective: The proposed annexation is within Gaithersburg's Maximum Expansion Limits (MELs) and would provide the City with a uniform and logical boundary along Sam Eig Highway.

HOUSING: Objective A of the "Housing" theme calls for the City to encourage the development of single-family homes (including townhomes) where housing is appropriate to offset the current housing imbalance. Action 1 reiterates this statement, and Action 2 directs the City to pursue annexation of appropriate parcels for construction of single-family homes.

How the Crown Farm Project meets this objective: As a townhouse project, this type of development is specifically encouraged, where appropriate. As our land planning study and other exhibits demonstrate, residential townhome development as proposed is appropriate for this site. As mentioned in the "Identity" theme above, this property is a prime candidate for annexation.

Further, Objective E of the "Housing" theme encourages a variety of architectural styles. The proposed townhouses will provide a high-quality architectural design and finish that will be compatible with and enhance the surrounding neighborhood.

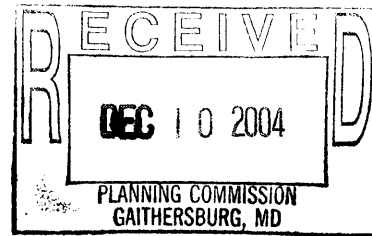
ENVIRONMENT: Objective I of the "Environment" theme calls for the City to look at ways to reduce environmental pollution, including noise pollution. Action 4 directs the City to consider ways to reduce noise impacts by engaging in noise-conscious site design.

How the Crown Farm Project meets this objective: The proposed project has been carefully designed to reduce noise impacts from Sam Eig Highway for the future residents of the community. The design allows the townhouses to be used as a barrier so that outdoor noise levels of the rear yards are well protected. In addition, all interior noise level requirements will be met by use of proper, modern construction techniques. Finally, the design will have the added benefit of providing a noise buffer between Sam Eig Highway and the existing neighborhoods to the west of the site.

The 1997 Master Plan

Although the City has adopted the 2003 Master Plan, some testimony was received at the Hearing concerning the 1997 Master Plan recommendation for Neighborhood Three. To

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clarify these comments, we reviewed the prior recommendations of the 1997 Plan. In this Plan, both parcels that are the subject of this Annexation Application, P458 and P619, are located in Neighborhood Three. The land use recommendation for P458, located to the north of Diamondback Drive, is for medium-low density residential. Specifically, the Master Plan calls for a density of 6 units per acre. The land use recommendation for P619, located to the south of Diamondback Drive, is for medium density residential. Specifically, the Master Plan calls for townhouses at a density of 9 units per acre. Recommendations for both parcels contemplate annexation.

The proposed Crown Farm project is for 80 single-family townhouse units, at a density of 6.07 units per acre. Both the type and density proposed for this project are, therefore, consistent with the prior Neighborhood Three land use recommendations.

8. *Traffic Impact Analysis (Attachment "I")*

The completed Traffic Impact Analysis demonstrates that the traffic to be generated from the proposed project will not overburden the study area intersections.

9. *Accident Data (Attachment "J")*

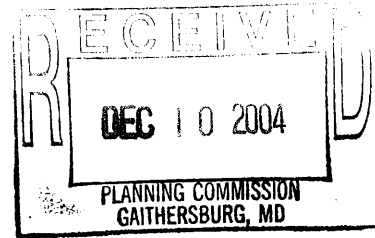
Also included is traffic safety and accident information for the intersection of Sam Eig Highway and Diamondback Drive. The data shows that this intersection has a low number of accidents and the accident levels fall below the State Average for Signalized Intersections.

10. *Statement Regarding the Illustrative Interchange Diagram Contained in the 1990 Shady Grove Study Area Master Plan for a Possible Grade-Separated Interchange at Sam Eig Highway and Diamondback Drive (Attachment "K")*

The 1990 Master Plan suggests a possible grade-separated interchange at this location. However, as explained by The Traffic Group (see Attachment "K"),

“ . . . this design was schematic and ‘illustrative only.’ The Master Plan further states ‘ . . . that equivalent at-grade solutions may work and be more appropriate. It is clear from our analysis that the traffic projections that were developed fifteen years ago have not materialized and, based on our analysis and projections, a grade separated interchange is not necessary at this location.’ ”

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11. Traffic Noise Analysis (Attachment "L")

The completed Traffic Noise Analysis concludes that noise conditions for the proposed project's rear yard areas will meet Montgomery County Guidelines for outdoor areas in residential developments. All rear yard areas will be at or below 62 dBA, and most will be below 60 dBA.

The Noise Analysis also concludes that interior noise levels will be at or below 45 dBA, and provides recommendations as to building elements to ensure that this interior noise level will be met in all units.

*12. Statement Regarding Student Generation Rates
for the Proposed Project and School Cluster Capacity*

Crown Farm Project Student Generation

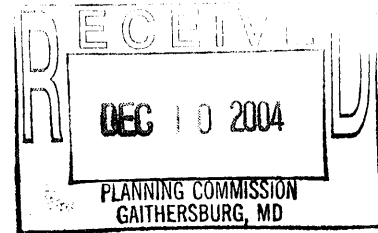
Bruce Crispell, Senior Planner in the MCPS Department of Planning and Capital Programming, confirmed, in a telephone conversation with Barbara Sears of Linowes and Blocher LLP on November 22, 2004, that students generated by the Crown Farm project would currently be anticipated to attend Fields Road Elementary School, Ridgeview Middle School and Quince Orchard High School in the Quince Orchard public school cluster.

Using MCPS-determined generation rates for this area and unit type, Mr. Crispell calculated that the projected student generation from the 80-unit townhouse project would be 23 elementary school students (80 units x 0.279 generation rate), 8 middle-school students (80 x 0.093 generation rate) and 9 high-school students (80 x 0.105 generation rate).

Montgomery County Annual Growth Policy (AGP) Schools Test (Attachment "M")

The Montgomery County Council, in its AGP, directed the Planning Board to measure school capacity for each of the County's 24 clusters for the purposes of determining whether facilities are adequate for further residential development.

In performing this analysis (see attached), the Planning Board has found that all public school clusters, including the Quince Orchard Cluster, at all grade levels meets the adequacy standards established by the Growth Policy.



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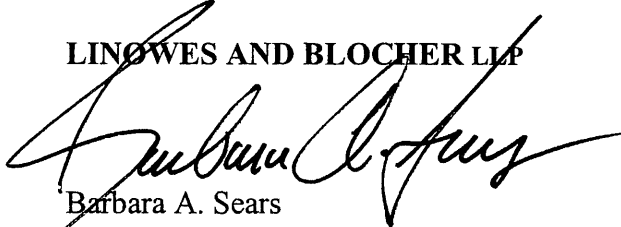
MCPS Capital Improvement Program (CIP) (Attachment "N")

Specific to the Quince Orchard Cluster (see attached), the FY 2005-2010 CIP outlines certain planned capital projects. In this regard, Fields Road Elementary School is programmed to have a 9-classroom addition, which will begin design in 2006 and be completed by August 2008. At the middle-school level, there is a new middle school in the Lakelands community, which is approved to be opened in August 2005.

It is hoped that the above information and attachments are responsive to the inquiries of the Planning Commission. We request that this letter and all attachments be made a part of the record. Thank you

Very truly yours,

LINOWES AND BLOCHER LLP


Barbara A. Sears

Attachments

cc: Mr. Greg Ossont
Ms. Trudy Schwarz
Ms. Patricia Patula
Mr. Aris Mardirossian
Mr. Steve Lebling
Joseph Lapan, Esq.